

UNSTEADY EFFECTS ON THE
MEASUREMENT OF TOTAL
PRESSURE IN ROTATING MACHINES.

Vernon James Larson

NAVAL POSTGRADUATE SCHOOL

Monterey, California



THESIS

Unsteady Effects on the
Measurement of Total
Pressure in Rotating Machines

by

Vernon James Larson

September 1977

Thesis Advisor:

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20. ABSTRACT (Continued)

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Unsteady Effects on the
Measurement of Total
Pressure in Rotating Machines

by

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ABSTRACT

The pressure averaging of different pneumatic impact probes was investigated using a periodic flow generator in order to establish corrections for probe measurements made in a compressor, and to guide the selection of probe geometries to be used in the compressor. The Kulite transducer probe used as a reference in these measurements was also used, with both continuous and synchronized sampling, to measure the flow from the compressor rotor. It was concluded that the corrections required to be made to the pneumatic impact pressure measurements were negligible at 50% design speed, but might be significant at higher speeds if the probe system volume were not properly sized.

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I. INTRODUCTION

The work reported here is part of an on-going effort at The Naval Postgraduate School to determine the aerodynamic characteristics and performance of the blading of a single stage, axial transonic compressor using real-time instrumentation. The performance is to be compared with the results of measurements made using conventional pneumatic instruments.

In work already reported, compressor case wall pressure signatures were measured in real-time using wide-band Kulite miniature semiconductor transducers, with continuous digital recording (Ref. 1).

Subsequently, a synchronized sampling system was developed which allowed programmable digital data acquisition from fixed instrumentation. Using this electronic "pacer", analog to digital (A/D) sampling and conversion of transducer signals was controlled. Samples could be taken at any of 128 positions between any adjacent pair of the 18 blades of the rotor, independent of the speed (Ref. 2). Case wall pressure signatures were recently obtained using synchronized sampling (Ref. 3).

The blade-element performance of the rotor blading was measured using a combination fine-wire thermocouple/pneumatic probe. However, in the studies reported by Dodge, (Ref. 4) and Hawkins (Ref. 5), negative values of blade element loss

were derived from the impact pressure and temperature measurements, and the question of whether the pneumatic probe was correctly averaging the flow from the rotor was raised.

The present study therefore focused on the measurement of impact pressure in a pulsating flow environment. Previous studies elsewhere had shown that pneumatic probe errors in pulsatile air flow could be as large as 19% (Ref. 6). The purpose here was to measure probe response for particular probe geometries, and to derive, if possible, a correction for the pneumatic probe measurements made in the compressor.

Using a pulsatile flow generator consisting of an air jet periodically chopped by holes in a rotating plate, the steady (averaged) measurements of impact pressure registered by existing and proposed pneumatic probe configurations were compared over a wide range of frequencies with the time integrated output of a Kulite transducer probe.

The Kulite probe was then installed in the transonic compressor. The waveform obtained from the compressor was compared with that obtained in the pulsatile flow generator. It was concluded that, for the present conditions of the compressor tests, the correction required to be made to the impact probe measurements downstream of the rotor was small. Alternate explanations for negative losses were then examined.

Section II describes comparative tests of the Kulite and pneumatic probes carried out using the pulsatile flow generator. In Section III the results of measurements obtained in the transonic compressor are given; a discussion of the results and considerations of the loss coefficient question

follows in Section IV. Conclusions are given in Section V.

While the motivation for the present study was the resolution of the question of negative loss coefficients, additional experience relevant to the problems of interpreting Kulite probe measurements was gained, and this is reported in Appendix A. The design and construction of the Kulite impact probe is given in Appendix B. Modifications and improvements which were effected to instrumentation and equipment are described in Appendix C, and computer programs are documented in Appendix D.

II. MEASUREMENTS OF PNEUMATIC PROBE RESPONSE IN PERIODIC FLOW

A. PROBES

The indicated total pressure of two existing and three proposed probe configurations were compared with the time-averaged output of a simple impact probe containing a Kulite CQ-052-25 subminiature transducer in the tip. The probes are shown in Figures 1a through 1e. A brief description of each pneumatic probe follows.

1. United Sensor YC-120:

A three hole probe 17.5 inches in length, similar in construction to the five hole probe described in Ref. 7, and frequently used in compressor tests at N.P.S.

2. Dodge Probe:

A four sensor pneumatic probe with integral thermocouple described in detail in Ref. 4.

3. Straight-tubing Probe 1:

A five inch long piece of stainless steel tubing with an O.D. of 0.072 inches and an I.D. of 0.054 inches.

4. Straight-tubing Probe 2: A twelve inch long piece of stainless steel tubing with an O.D. of 0.0355 inches and an I.D. of 0.023 inches. This probe was designed according to the criteria given by Grant in Ref. 6.

5. Pin-hole Probe:

A five inch long stainless steel tube with an O.D. of

0.072 inches and I.D. of 0.054 inches. A 0.036 inch deep plug was inserted in the sensor tip and drilled through the center 0.0045 inches in diameter, with the inner end tapered approximately 45° .

B. APPARATUS AND EXPERIMENTAL PROCEDURE

A fluctuating (periodic) flow was produced using a modification of the flow generator described in Ref. 1. The flow generator and the probe mounting arrangement are shown in Fig 2. Regulated air was delivered through a settling chamber to a 0.2 inch diameter jet. An interrupter wheel nine inches in diameter and driven by a speed-regulated electric motor, was mounted directly above the jet. The wheel had 60 holes, each .422 inches in diameter, around the periphery at the radius of the air jet. Thus, on rotation, the frequency of the interrupted flow in C.P.S., was equal to the wheel rpm. The ratio of the hole width to the plate width between holes was 8.3 to 1.

The probes were mounted in adjustable jigs. Taper pins were used to insure repeatability and accuracy of alignment.

The pneumatic probes were connected through twenty feet of tygon tubing to a water manometer and scanivalve transducer. A regulator was used to hold the supply pressure, measured in the settling chamber, constant to within 0.2 inches of water.

The Kulite output was balanced and amplified, then fed to the Real-Time data acquisition system described in Ref. 1 and 2, and shown in Fig. 4. The probe was calibrated by

applying air to the jet without interrupter wheel rotation. The output voltages obtained at several air pressures were plotted and a least-squares routine was used to fit a linear curve through the points. A sample calibration curve is shown in Fig. 5.

Four methods of obtaining the data, and an average of the data from the Kulite probe were used:

1. In the "Free-Run" mode, of the A/D converter, data samples were taken at ten microsecond intervals for the desired number of samples. (1681 samples were used in the tests described here). The time average was then taken to be the numerical average of the 1681 samples.

2. Data samples were taken in the "Free-Run" mode and were subsequently "repacked" into a single waveform using the measured frequency of the periodicity. A precise measurement of the frequency was required, otherwise a distorted waveform resulted. The average was evaluated using the trapezoidal rule.

3. Synchronized sampling of data, (described in Ref. 2), across a selected pair of holes, using 255 sample points per pair, and 7 to 15 samples per point.

4. Synchronized sampling at a specified location in each hole pair, with 7 to 15 samples per location. The sampling point was then stepped in 255 increments to, in effect, sample two complete revolutions of the wheel.

Since the sampling points were at equally spaced intervals in the last two methods, a numeric average was used in both cases. The last two methods used the "pacer" described in

Ref. 2.

Throughout the tests the total pressure was maintained constant at 65 inches of water, and the wheel speed was varied from zero to 8000 rpm.

C. RESULTS

Typical waveforms reconstructed from data acquired from the Kulite probe in the pacer mode at four different frequencies are shown in Figures 6 through 10. Waveforms agreed qualitatively with oscilloscope presentations. Comparisons of the average pressure versus frequency for all probes evaluated are shown in Fig. 10 and Fig. 11. The average for the Kulite probe was taken to be that obtained in the "Free-Run" mode, using 1681 samples at ten micro-second intervals. Figures 12 and 13 show the pressure averaging errors of the pneumatic probes with respect to the Kulite probe over the range of frequencies tested.

The accuracy and repeatability of the pneumatic measurements were estimated to be better than ± 0.3 inches of water. The accuracy and repeatability of the data acquired using the Kulite probe were estimated to be ± 0.8 inches of water. Additional comments on the accuracy of the Kulite measurements are given in Appendix A.

III. MEASUREMENTS IN THE COMPRESSOR

A. TRANSONIC COMPRESSOR

The transonic compressor is shown in Fig. 14. It is driven by an air turbine drive unit capable of supplying 450 horsepower at 30,000 rpm to the compressor. When operating at the design point, the relative Mach number at the compressor rotor blade tip is 1.5. The flow rate is controlled by an electro-hydraulic rotating throttle plate located in the inlet duct, which also houses a filter and flow measuring nozzle. An Allis-Chalmers multi-stage axial compressor supplies the turbine drive air. A complete description of the test facilities is contained in Ref. 8.

In the tests reported here the compressor was operated at about 50% speed (15,230 rpm) at two different flow rates.

B. EXPERIMENTAL PROCEDURE

The Kulite impact probe (Fig. 1a and 1b) was designed to be inserted through a 3/4-inch diameter plug in the compressor case wall between the rotor and stator blade rows. The design provided for rotation in yaw about the probe tip and translation radially from hub to tip. Details of the construction are given in Appendix B.

The Dodge combination probe (shown in Fig. 1c) and the Kulite probe were installed at the same axial location behind the rotor, and separated peripherally by 90°.

The desired mass flow and speed were set and allowed to stabilize. The combination probe was rotated to balance the side pressures P_2 and P_3 , and the yaw angle was recorded. The Kulite probe was then rotated to the same yaw angle and depth as the combination probe.

An on-line calibration of the Kulite probe was performed. This procedure, which is discussed in Ref.1, involved applying several different steady reference pressures to the Kulite pressure reference tube. The probe output voltage was linearly proportional to the pressure differential across the semiconductor diaphragm of the transducer (to which a strain gauge is fused). A least-squares fit to a linear curve was used to determine the slope of the calibration. In order to derive the intercept of the calibration curve, it was assumed that the indicated total pressure of the combination probe was the correct time-average impact pressure.

The probe immersion depth was varied in four steps. Data samples were taken from the Kulite probe at two different flow rates at a fixed speed of 15,150 rpm. Indicated total pressure downstream of the rotor and total temperature change across the rotor were recorded from the combination probe. Fixed instrumentation and off-line computer programs were used to determine the overall compressor performance and reference data for the probe measurements.

C. RESULTS

Kulite probe data were recorded at four points. The test conditions for three points are shown in Table III-1. Also included in Table III-1 are the quantities $P_{t1}(T_{t2}/T_{t1})^{\gamma/\gamma-1}$

and $T_{t1}((P_{t2}/P_{t1})^{r-1/r} - 1)$, evaluated from the combination probe measurements. These quantities are the isentropic (zero loss) values of P_{t2} (for the measured T_{t2}) and the isentropic value of the temperature rise (for the measured P_{t2}) respectively. The differences between the isentropic and the measured values of P_{t2} and ΔT_t are shown in Table III-1 and are interpreted as the minimum error in measurement required to produce negative values of the loss coefficient.

The impact pressure distribution for point 1 is shown in Fig. 15. For the test conditions at this point the compressor was operating near optimum efficiency at 50% design speed. The impact pressure distribution for point 4, obtained at the same compressor speed but at a flow rate close to stall, is shown in Fig. 16.

Qualitatively, the recorded waveforms agreed well with oscilloscope observation, however, as the compressor flow rate was reduced (from point 1 to point 4), the part of the waveform from the flow near the blades became progressively more unsteady. At point 4, about 50% of the waveform was violently unsteady, while the other 50% was steady. This can be seen in the noise level imposed on the distribution shown in Fig. 16.

IV. DISCUSSION

A. MEASUREMENTS USING THE FLOW GENERATOR

In appraising the results shown in Fig. 10 and Fig. 11 it is important to realize first that the general shape of the curves reflect changes that occurred in the periodic flow from the flow generator as the speed was varied. These changes can be seen in the examples of the waveforms given in Figs. 6 through 9. It can be seen in these figures that as wheel speed was increased the peak pressure, the minimum pressure, and the general shape of the waveform changed in what appears to be an irregular way. It is noted, however, that the waveforms were repeatable at any fixed wheel speed.

The changes in the waveform cannot be explained using only the indications of the pressure probes. It was to be expected that the flow field generated by a free jet which is periodically interrupted would not be easily predictable. An unknown variation in flow angle would certainly be produced. However, the qualitative changes in waveform which occurred at different frequencies were not anticipated. At low wheel speeds the peak pressure was close to, but less than, the jet supply pressure (Fig. 6). At higher speeds (Fig. 7) there were two peaks which were greater than supply pressure, indicating addition of energy. At even higher speeds (Fig. 8) the first peak value was larger while the second was reduced. At the highest speed shown, (Fig. 9) the amplitude of both peaks declined and the waveform became flatter.

It is the time integral of the pressure sensed by the Kulite probe that is shown in Fig. 10 and Fig. 11. In view of the observed changes in the waveform, the variation of this time average with frequencies is not questioned. Also, the general trend of the average pressures, measured by all the probes which were tested, is in agreement with the Kulite probe measurements. Therefore, the Kulite probe measurements were accepted as a measure of the true time average pressure, and the "error" in the average pressure sensed by the pneumatic probes was examined.

The errors in pressure averaging for the multiple sensor probes and for the straight tubing probes are shown in Fig. 12 and 13, respectively. The results shown are the difference between the Kulite and the probe average pressure divided by the Kulite average (gauge) pressure. It is immediately evident that while the magnitude of the averaging errors for the different probes varied, the dependence of the error on frequency for all probes was qualitatively similar. Moreover, while there was a sharp change in the average pressure between 4kHz and 4.5 kHz resulting from changes in the waveform, the variation of the averaging error varied smoothly in this range.

The variation of the averaging error with frequency was investigated by Krause et al. (Ref. 9) for simple impact probes in a pulsatile air flow having nearly a square wave shape. Krause found that the error in averaging depended on wave amplitude, the average pressure, and the frequency.

He also found "resonances" such as are evident in the results shown in Fig. 12 and Fig. 13, which he reasoned were due to standing waves in the measurement volume. In the present experiments using the flow generator, changes in these parameters could not be controlled independently. The results must therefore be viewed as a comparison between the different probes and should be used only to judge the accuracy of probe measurements previously obtained in the transonic compressor, and to guide in the selection of probes for future measurements.

It is seen in Fig. 12 that below a frequency of about 4 kHz, the averaging errors of both the combination probe and the United Sensor probe were fairly small (less than 5%). However, the "resonance" (following Krause) between 4 kHz and 6 kHz caused a maximum error of up to 14% for the combination probe and 12% for the United Sensor probe. Since this is the range of frequencies experienced in the transonic compressor, and since the resonance is affected by the measurement volume, the response of these probes needs to be examined over a range of volumes, in an effort to move the resonance out of the operating speed range of the compressor. If this were done, it appears that the correction to be made to the probe readings would be small.

The results in Fig. 13 show a comparison of the errors for three different geometries of simple impact probes. The smallest error outside the range of resonance was given by the straight probe # 1. The pin-hole probe gave a negative error away from the resonance, resulting in the smallest

positive error in the neighborhood of the resonance. Since this probe had an extremely slow response time, use of a pin-hole probe in the compressor would be less desirable than the use of the other geometries.

An unexpected result was the pressure averaging error for the straight probe # 2, which was designed for minimum error following the criteria given by Grant (Ref. 1). However, it gave a measureable error at low frequencies, and an error greater than 30% in the range of resonance. This probe used tubing similar to that used in the combination probe, but was without bends and joints. Further tests of a variety of geometries are required to properly test the criteria that were followed in the selection of this probe.

B. TRANSONIC COMPRESSOR

Since the compressor total pressure fluctuations and wake width as shown in Fig. 15 and Fig. 16 were quite different from those produced by the flow generator, a correction for the total pressure as a function of frequency could not be obtained for the combination probe. However, since the magnitude of the fluctuation was small, the correction to be applied for the test conditions of the compressor should be minor. Although the static pressure at the probe location was near atmospheric, the probe was sufficiently far downstream of the rotor, such that the fluctuations were much smaller than had been anticipated. At speeds higher than 50% of design the impact pressure fluctuations may become sufficiently large to warrant a pneumatic probe correction.

The Kulite probe is clearly useful as a device to determine flow quality. It should also be capable of detecting the location of shock waves, regions of separated flow, and flutter effects in the compressor.

The Kulite probe geometry that was chosen allows better spatial resolution of the flow, and allows interference free measurements to be made closer to the compressor walls, than probes previously used in the transonic compressor.

C. LOSS COEFFICIENTS

Based on the discussion in the previous section an error in impact pressure measurement is eliminated as a possible reason for the negative loss coefficients which were evaluated and reported in Ref. 4 and Ref. 5.¹ An error in the temperature rise measurement could also result in negative losses, however the results obtained from the combination probe are in reasonable agreement with those obtained from the fixed Keil temperature probe. It should be noted that the temperature rises listed in Table III-1 for the combination probe include a mach number correction of +0.65°F. This should be compared to the errors necessary to give zero losses listed in the table. A discussion of the temperature

¹ It is noted that typographical errors exist in the equations for the loss coefficients given in Appendix D of Ref. 5. There is also an algebraic error in Eq. D (13) and the equation on page 28 of that reference where the temperature ratio, $\psi = T_{t2}/T_{t1}$, appears erroneously raised to the second power. However the use of the corrected equations would lead to losses which were even more negative in value.

measurements is given in Appendix C. A careful calibration of the combination probe and its upstream reference probe, with respect to a common reference probe, should resolve this question.

V. CONCLUSIONS

The experiments using the flow generator lead to the following conclusions:

(1) The error in pressure averaging of different impact probes was measured successfully and the magnitude was found to depend on the probe geometry. The trend in the error over the frequency range evaluated, and the appearance of resonances, were similar for all probes.

(2) Further measurements are needed in order to determine the optimum (minimum error) system of instrumentation for use on the transonic compressor.

From measurements in the compressor using a Kulite impact probe, the following were concluded:

(1) Unsteady impact pressure profile measurements behind rotor blades were successfully made for the first time in the transonic compressor at the Naval Postgraduate School. Steady and unsteady regions of the flow field with respect to the rotor were detected. The Kulite probe holds considerable promise as a diagnostic tool for compressor flow fields.

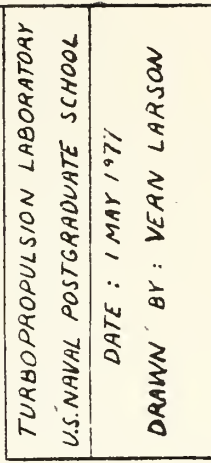
(2) The waveform at the rotor exit survey station was unlike that produced by the flow generator. The error in pressure averaging at 50% design speed was assumed to be negligibly small because of the flatness and small amplitude of the impact pressure profile. However, at higher speeds a correction may be necessary.

(3) The negative loss coefficients reported in Ref.4, and Ref. 5 were not the result of incorrect pressure averaging. Other sources of error must now be investigated.

Throughout the investigations reported here, it was difficult to maintain the desired accuracy in measurements because of the effects of temperature changes on the transducer output. In future applications more effort needs to be put into measuring effects due to temperature. In a new probe design, the incorporation of a thermocouple adjacent to the Kulite tip or the parallel use of a separate thermocouple probe is strongly recommended.

TABLE III-1 TRANSONIC COMPRESSOR TEST DATA

| | POINT 1 | POINT 3 | POINT 4 |
|--|---------|---------|---------|
| P_{t1} (in H_2O) | 395.95 | 396.65 | 366.75 |
| P_{t2} (in H_2O) | 441.15 | 439.05 | 429.85 |
| T_{t1} (Deg R) | 528.98 | 527.93 | 528.35 |
| ΔT_t (Fixed Keil-Deg F) | 17.48 | 17.53 | 26.58 |
| ΔT_t (Cor. Comb. Probe-Deg F) | 17.96 | 18.49 | - |
| RPM | 15,150 | 15,150 | 15,130 |
| Referred RPM | 14,984 | 14,999 | 14,973 |
| Referred Flow Rate (lbm/sec) | 10.35 | 10.35 | 7.46 |
| Normalized Displacement (HUB-TIP) | 0.7 | 0.5 | 0.7 |
| Yaw Angle (Deg) | 20.5 | 21.0 | 40.0 |
| *****MEASUREMENT ERRORS WHICH WOULD GIVE ZERO LOSS COEFFICIENT***** | | | |
| $(P_{t2})_{is} = P_{t1} (T_{t2}/T_{t1})^{\gamma/\gamma-1}$ | 445.03 | 447.43 | 435.49 |
| $(P_{t2})_{is} - P_{t2}$ (in H_2O) | 3.88 | 8.39 | 5.64 |
| $(\Delta T_t)_{is} = T_{t1} ((P_{t2}/P_{t1})^{\gamma-1/\gamma} - 1)$ | 16.59 | 15.54 | 24.51 |
| $(\Delta T_t)_{is} - \Delta T_t$ (Deg F) | -1.37 | -2.95 | -2.07 |



29

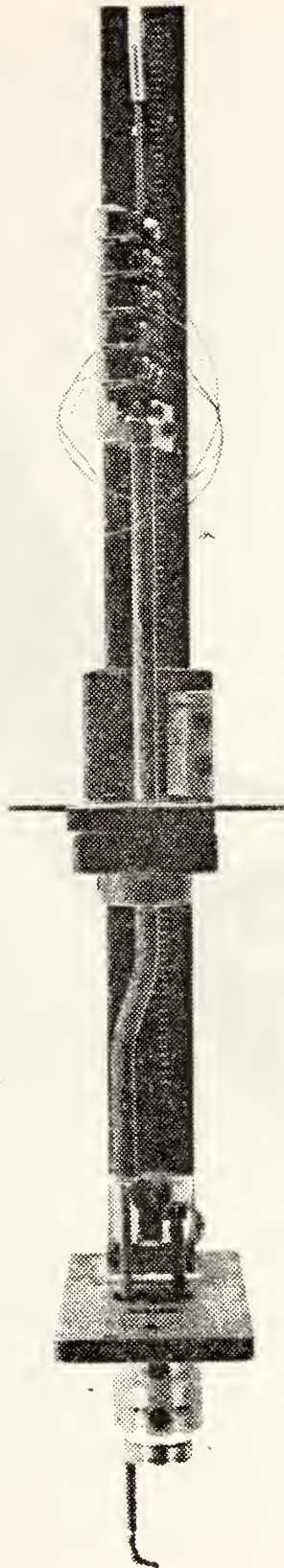


Figure 1b. Kulite Transducer Probe Photograph

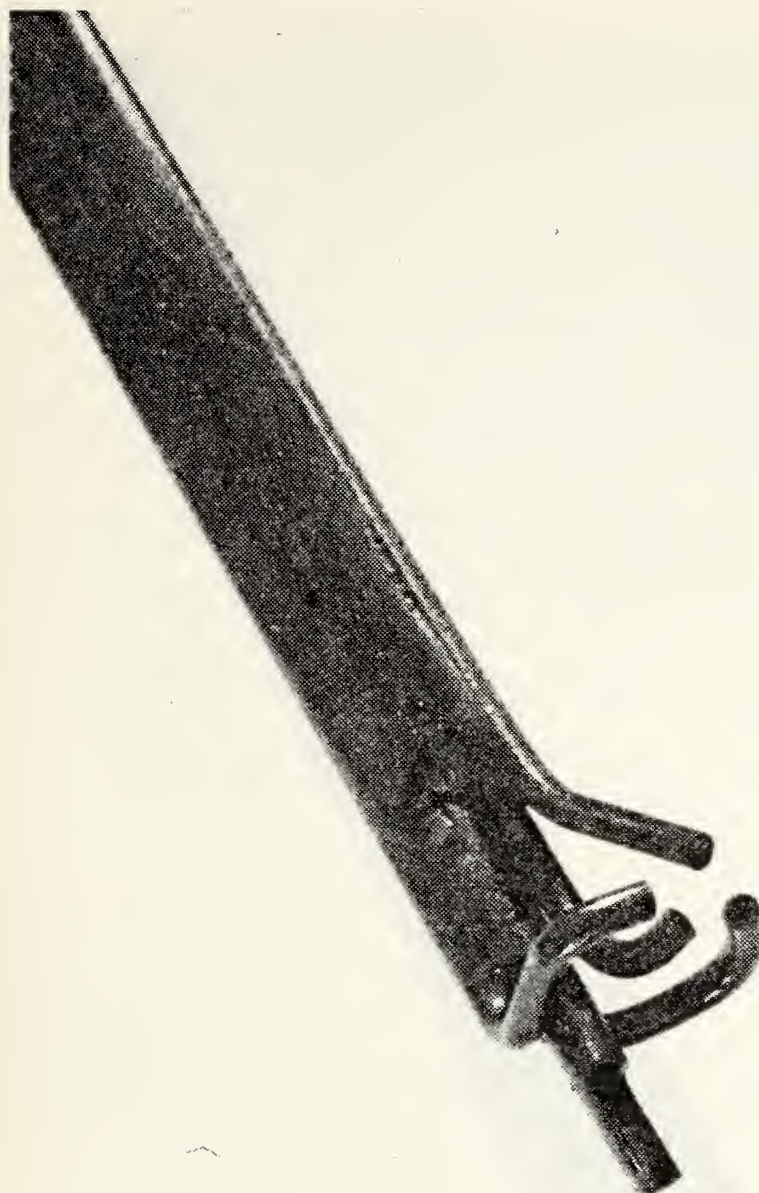


Figure 1c. Dodge Combination Probe Photograph with Thermocouple Removed.

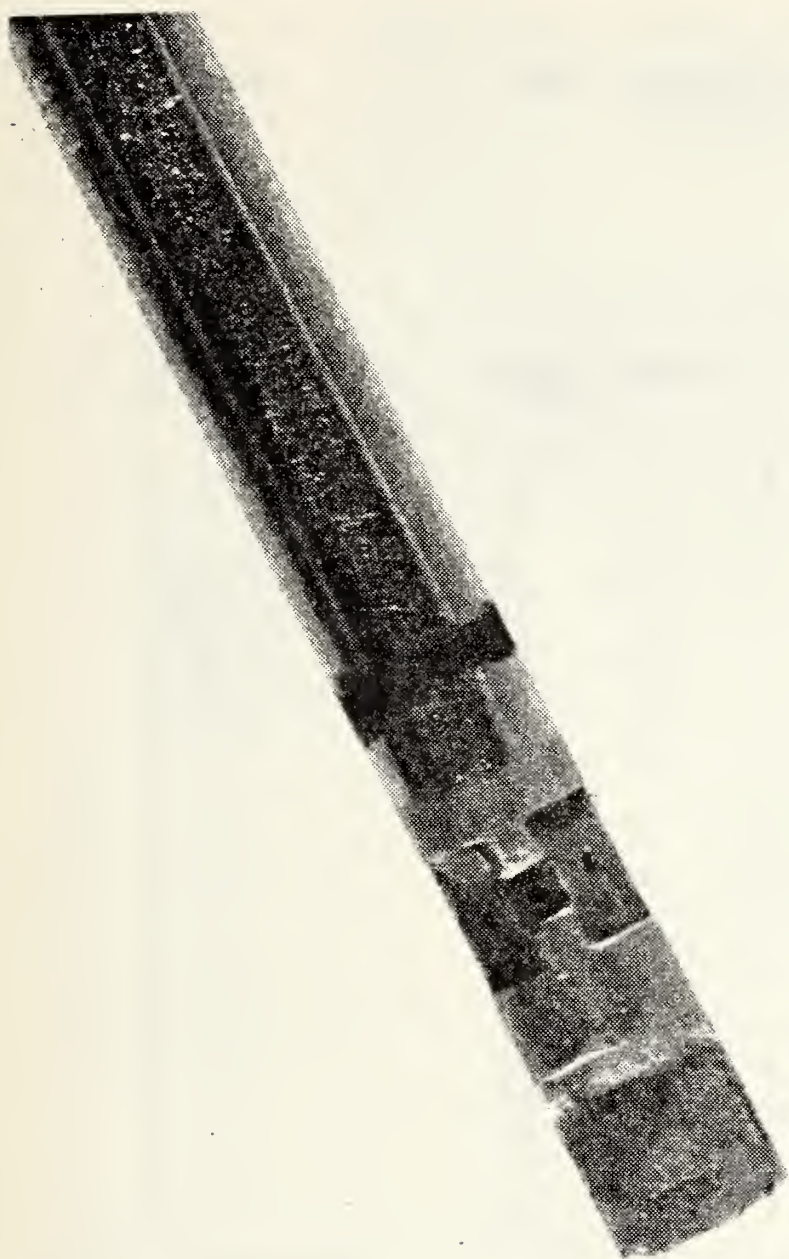


Figure 1d. United Sensor Probe Photograph

STRAIGHT TUBING
PROBE # 2

NOTE: HORIZONTAL AND TIP
SCALE 10 X FULL SCALE

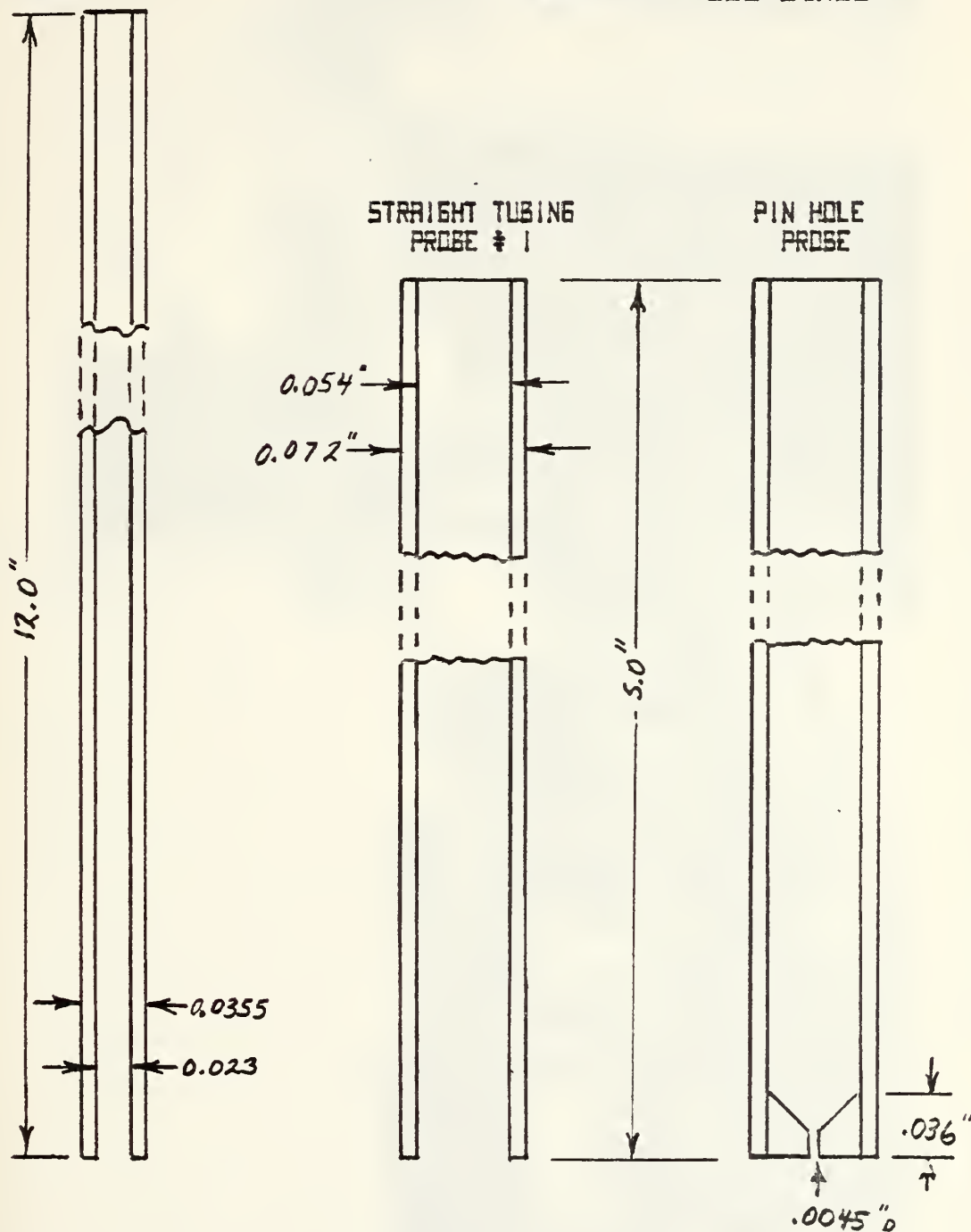


FIGURE 1e. TUBING IMPACT PROBE GEOMETRIES

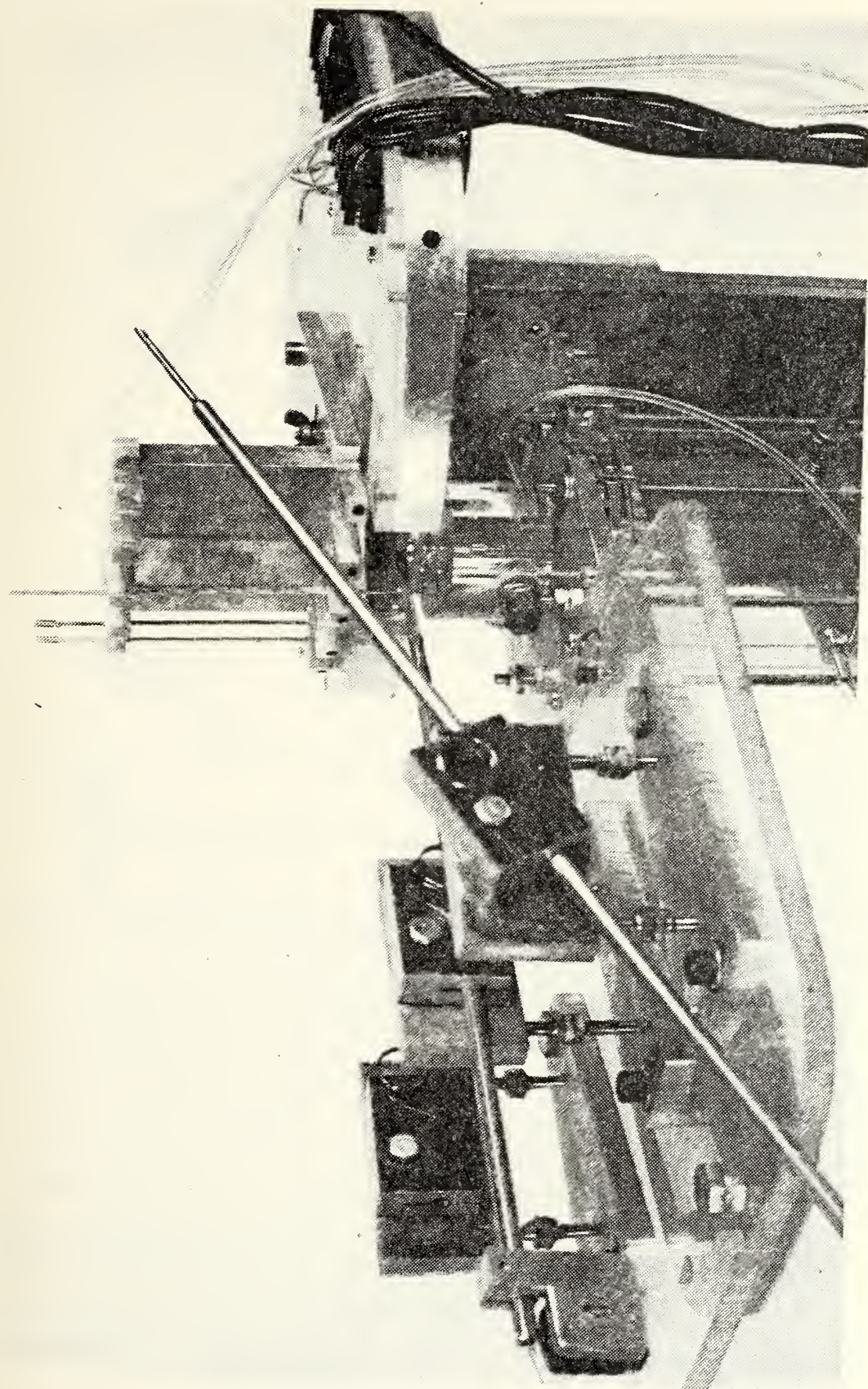


Figure 2. Flow Generator and Probe Mounting Arrangement

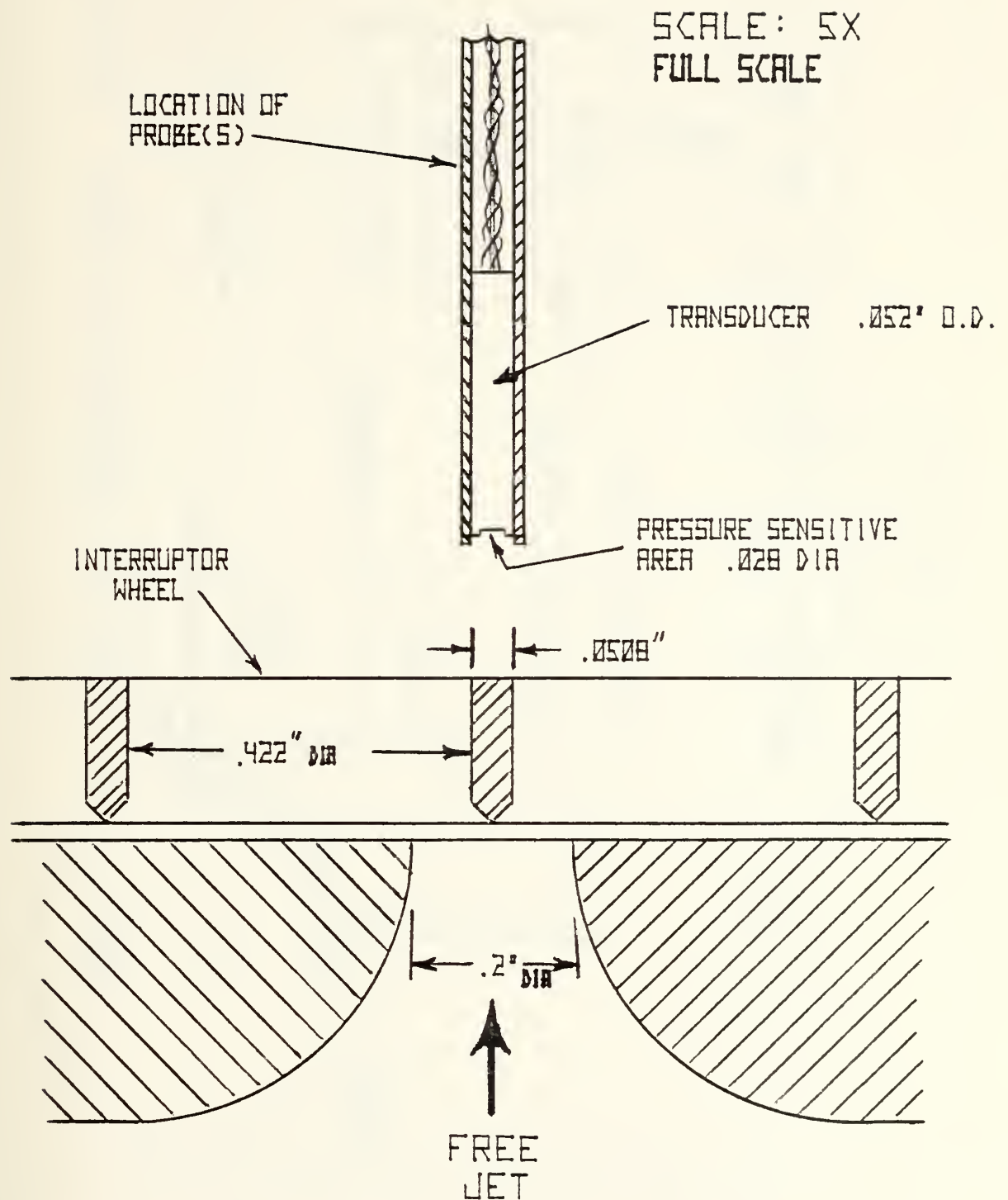


Figure 3. Geometrical Location of the Jet, Wheel, and Probes

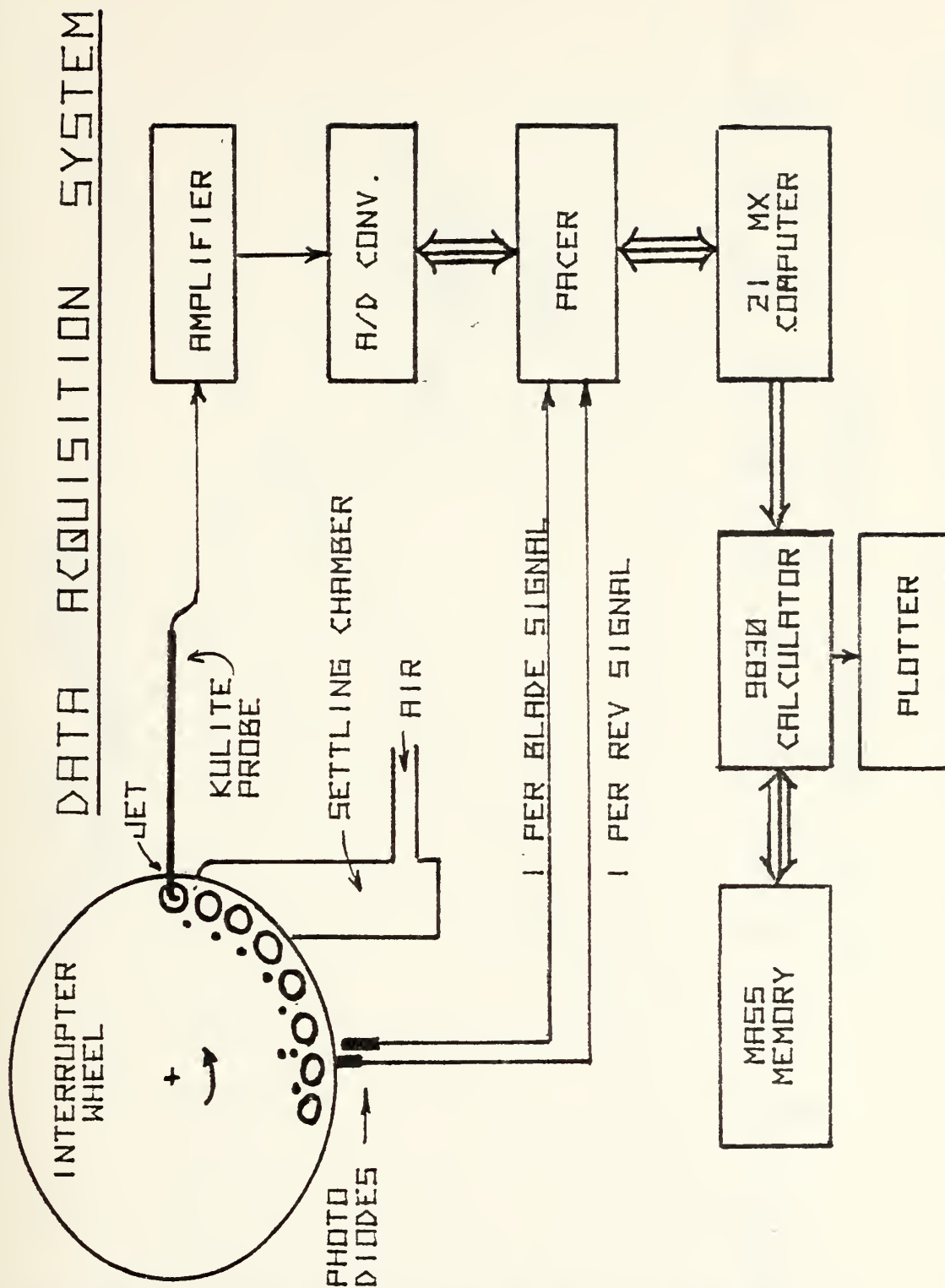


Figure 4. Flow Generator Data Acquisition System

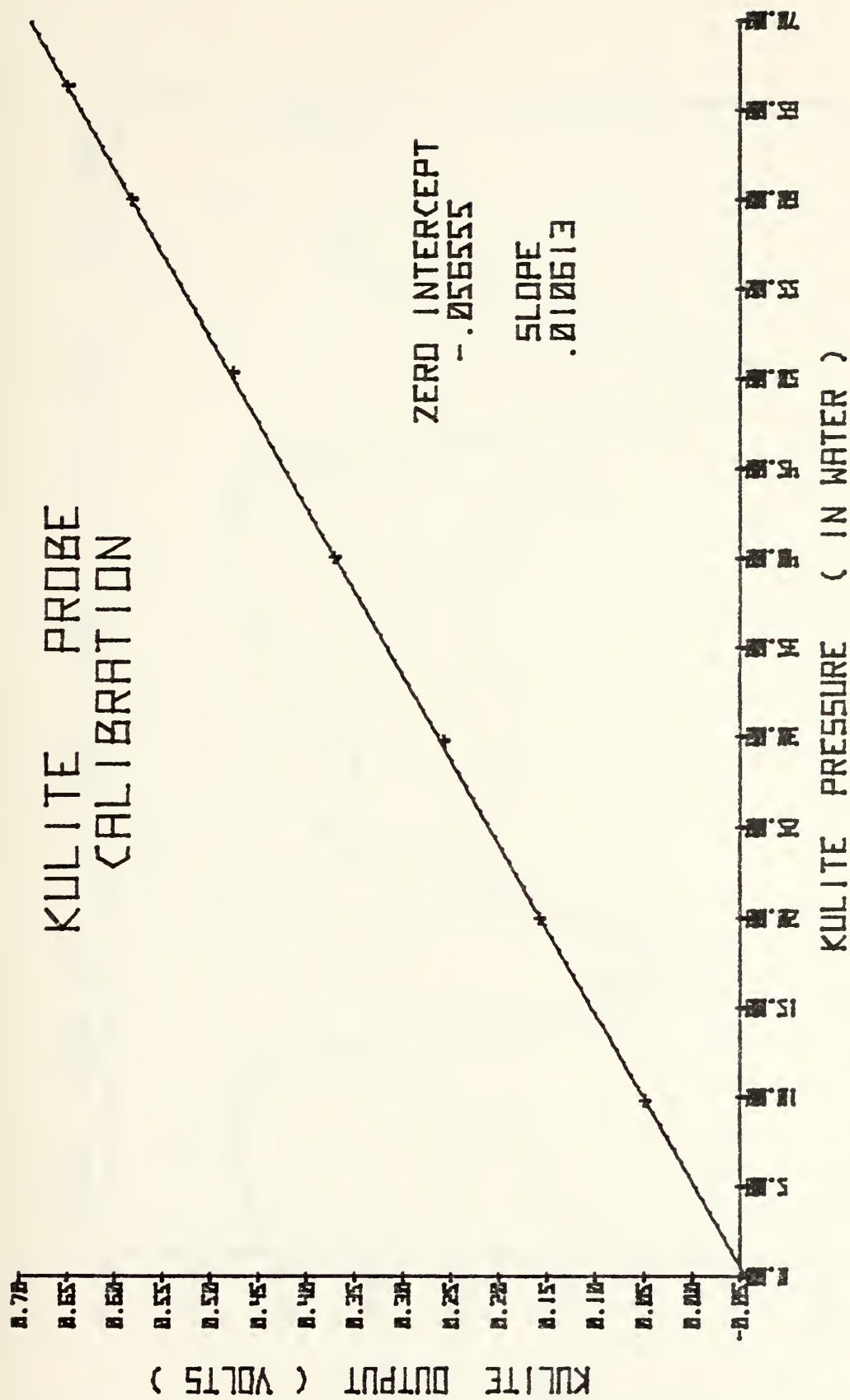


Figure 5. Kulite Probe Calibration in the Flow Generator Jet Without Wheel Rotation

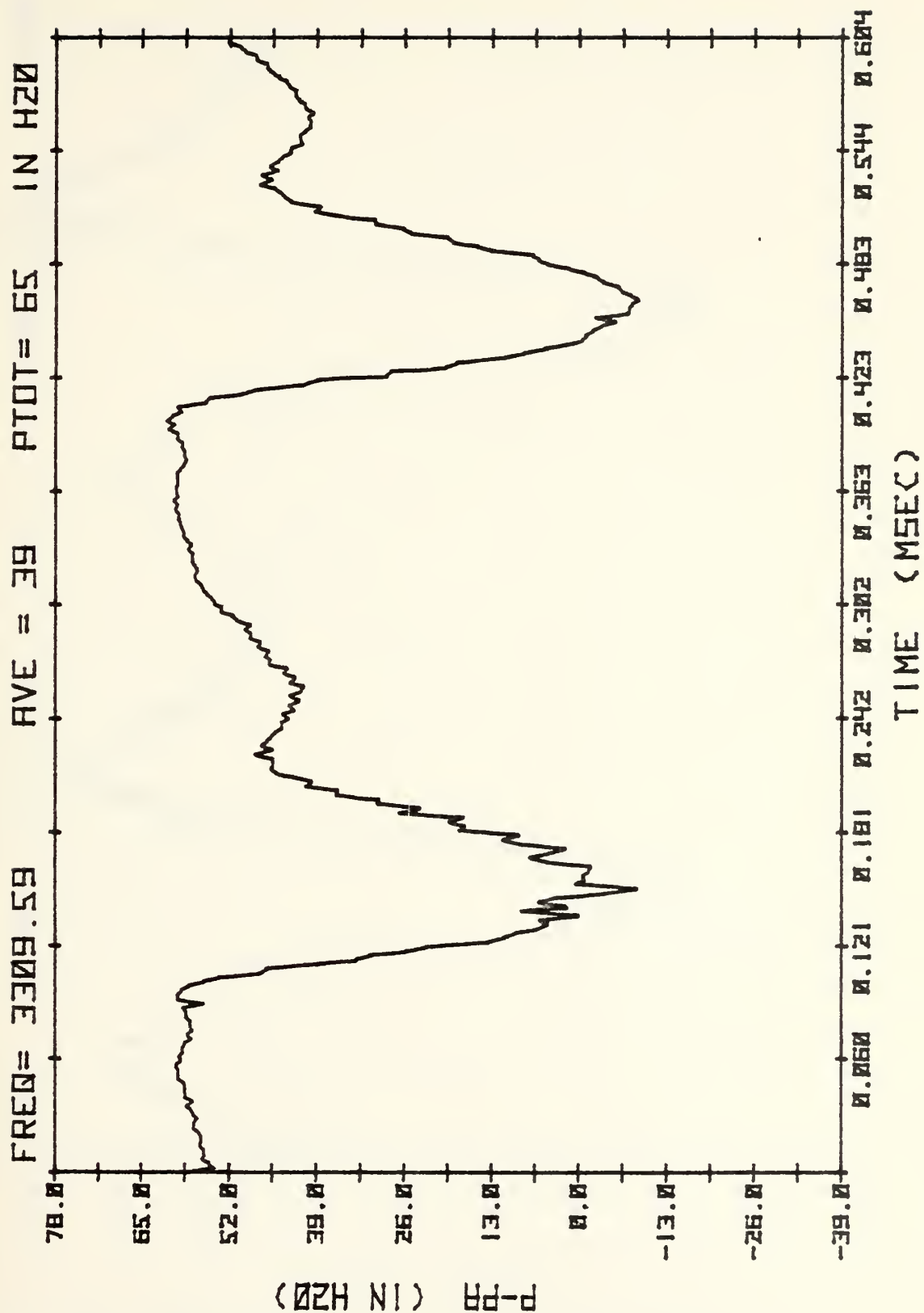


Figure 6. Flow Generator Waveform at 3309 Hz

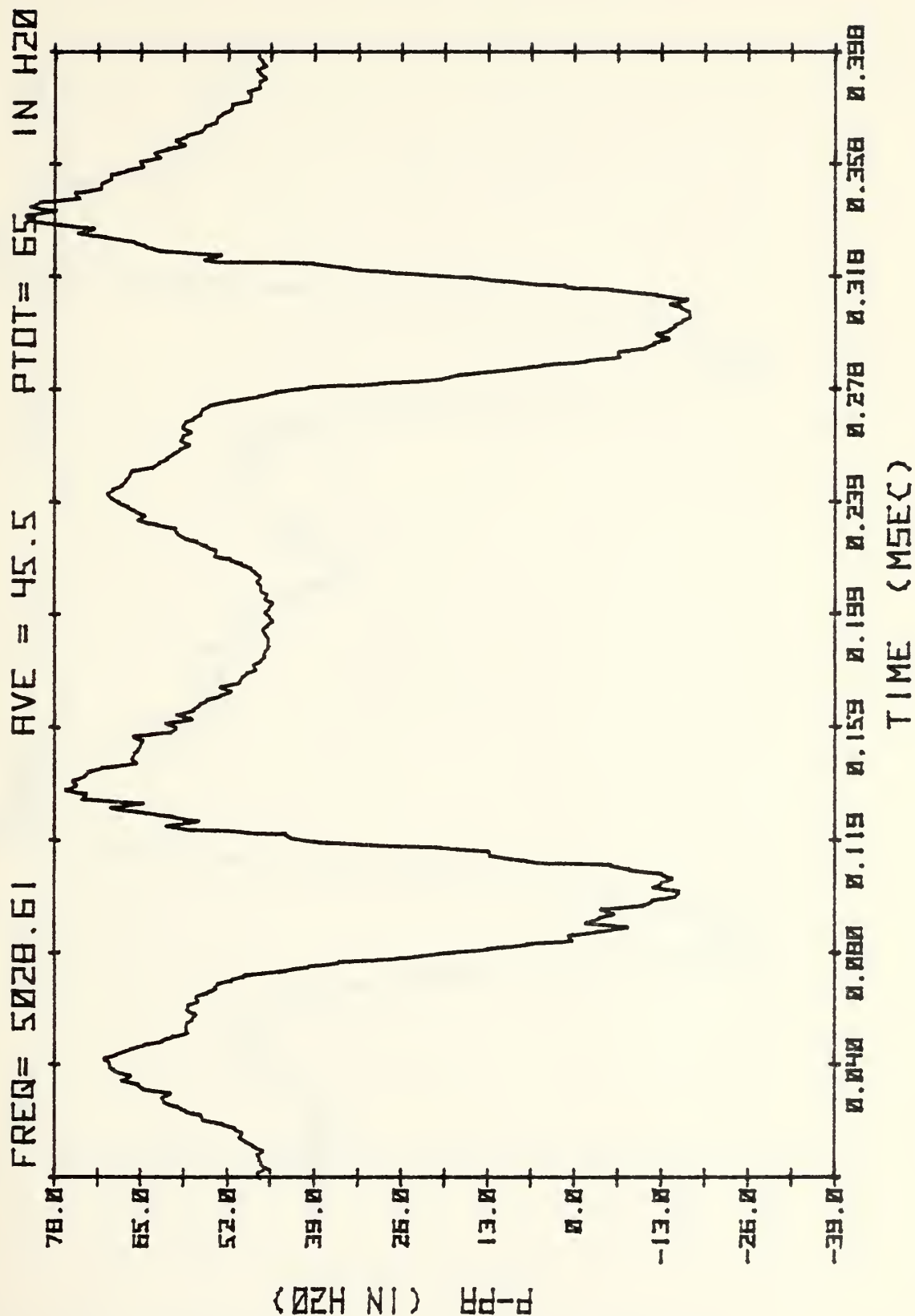


Figure 7. Flow Generator Waveform at 5028 Hz

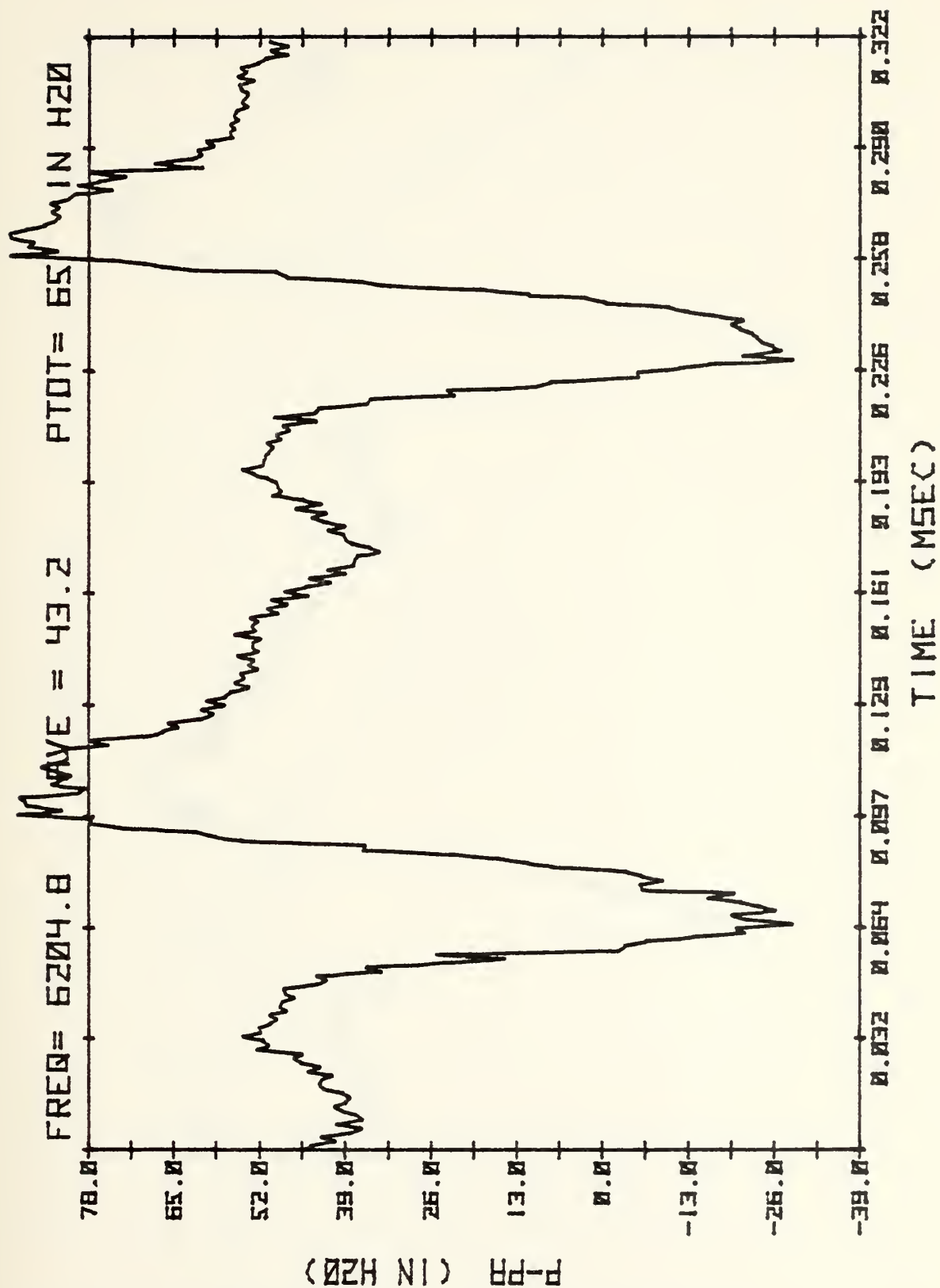


Figure 8. Flow Generator Waveform at 6205 Hz

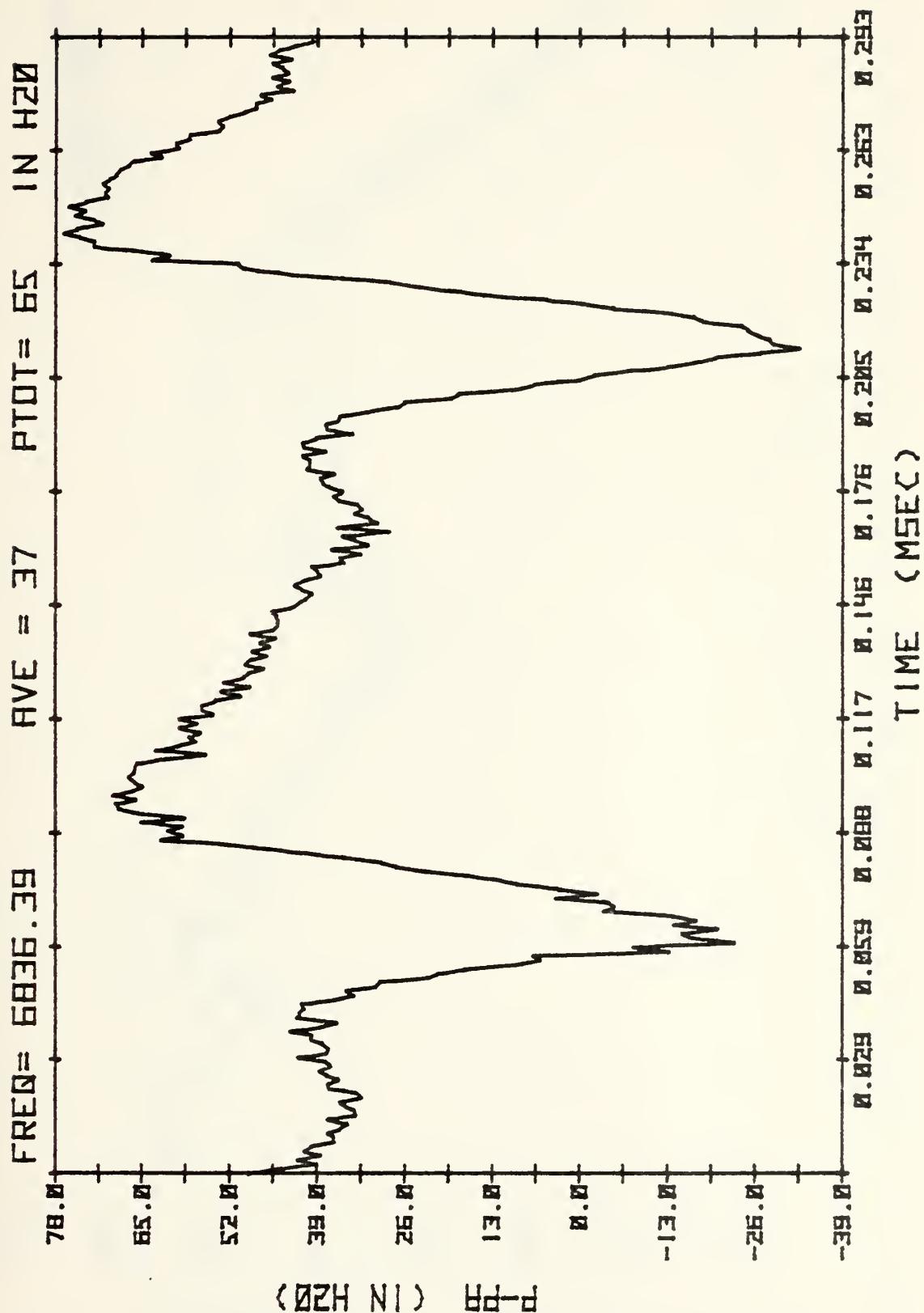


Figure 9. Flow Generator Waveform at 6836 Hz

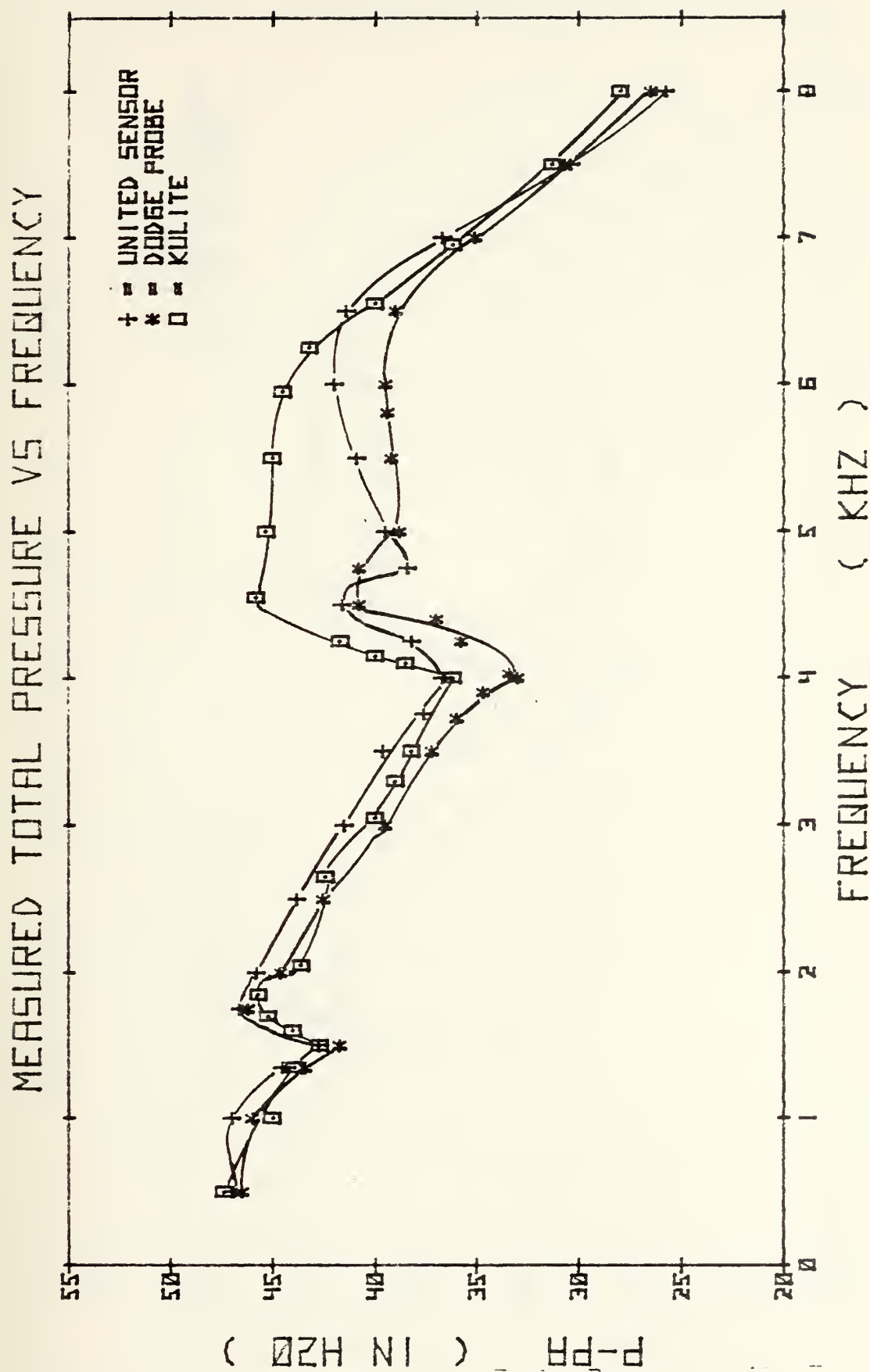


Figure 10. Comparison of Multiple Sensor Probe Response with Kulite Probe from 0.5 to 8 kHz

MEASURED TOTAL PRESSURE VS FREQUENCY

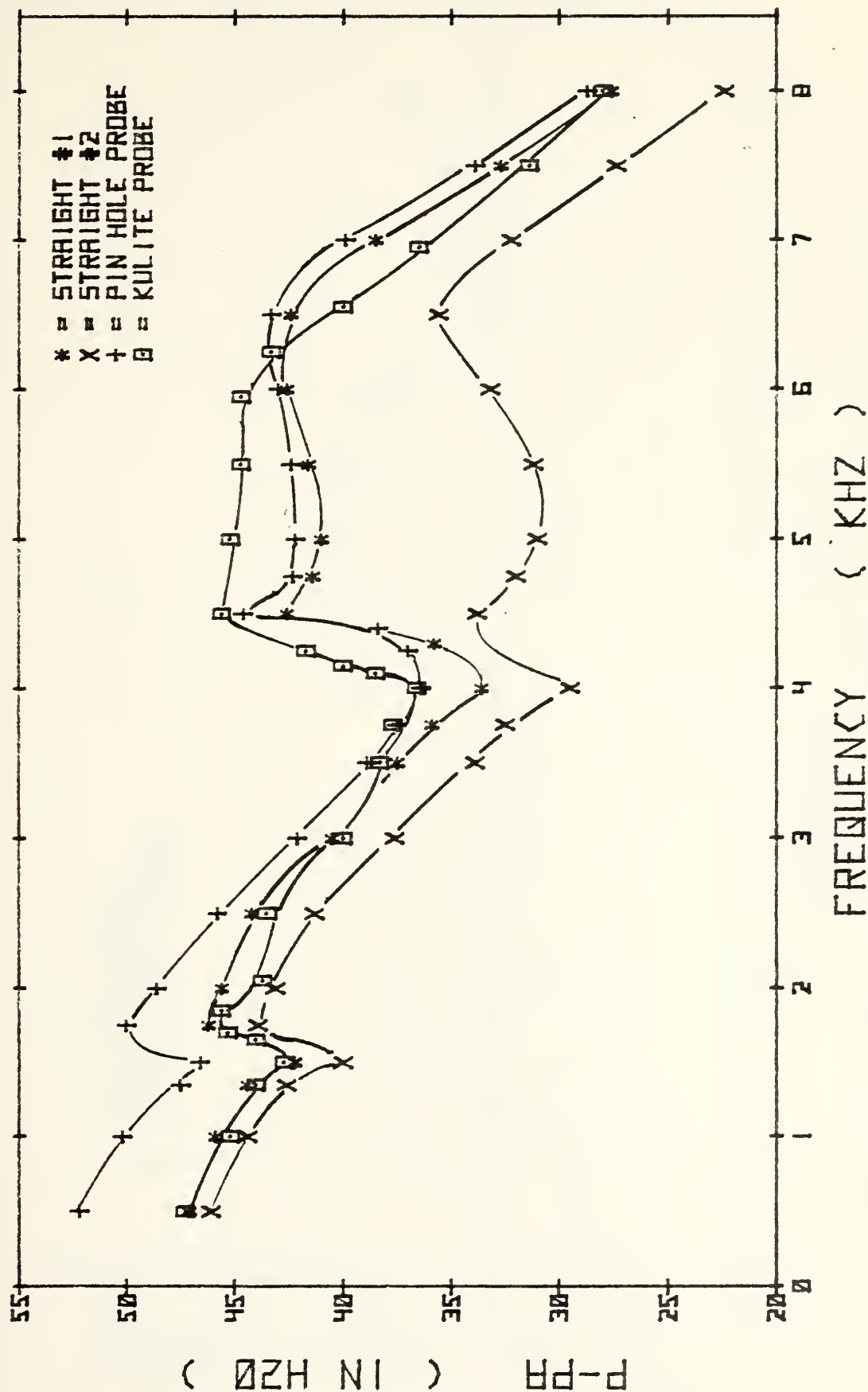
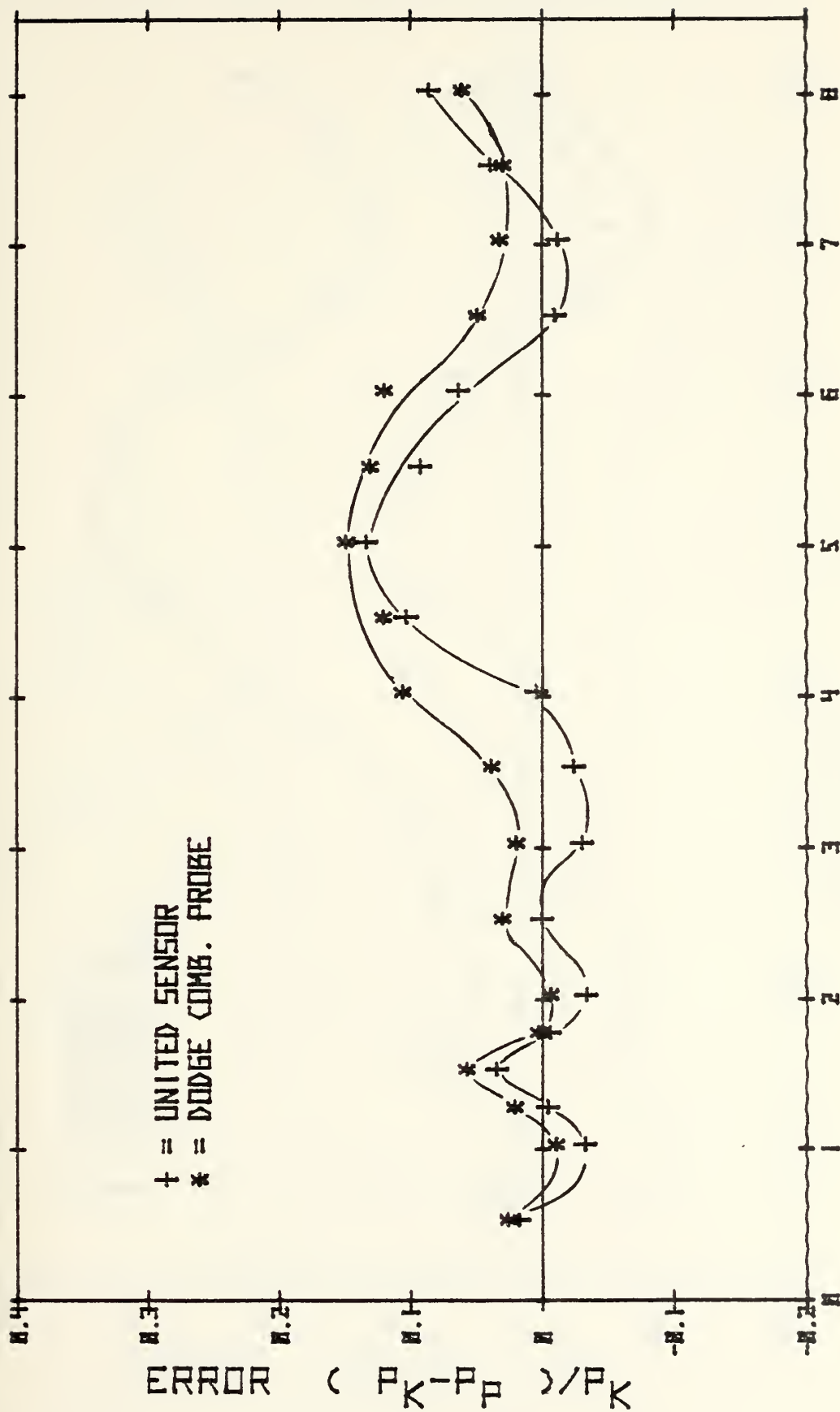


Figure 11. Comparison of Straight Tubing Probe Response with Kulite Probe from 0.5 to 8 kHz



FREQUENCY (KHZ)
 Figure 12. Error in Pressure averaging of Multiple Sensor Probes

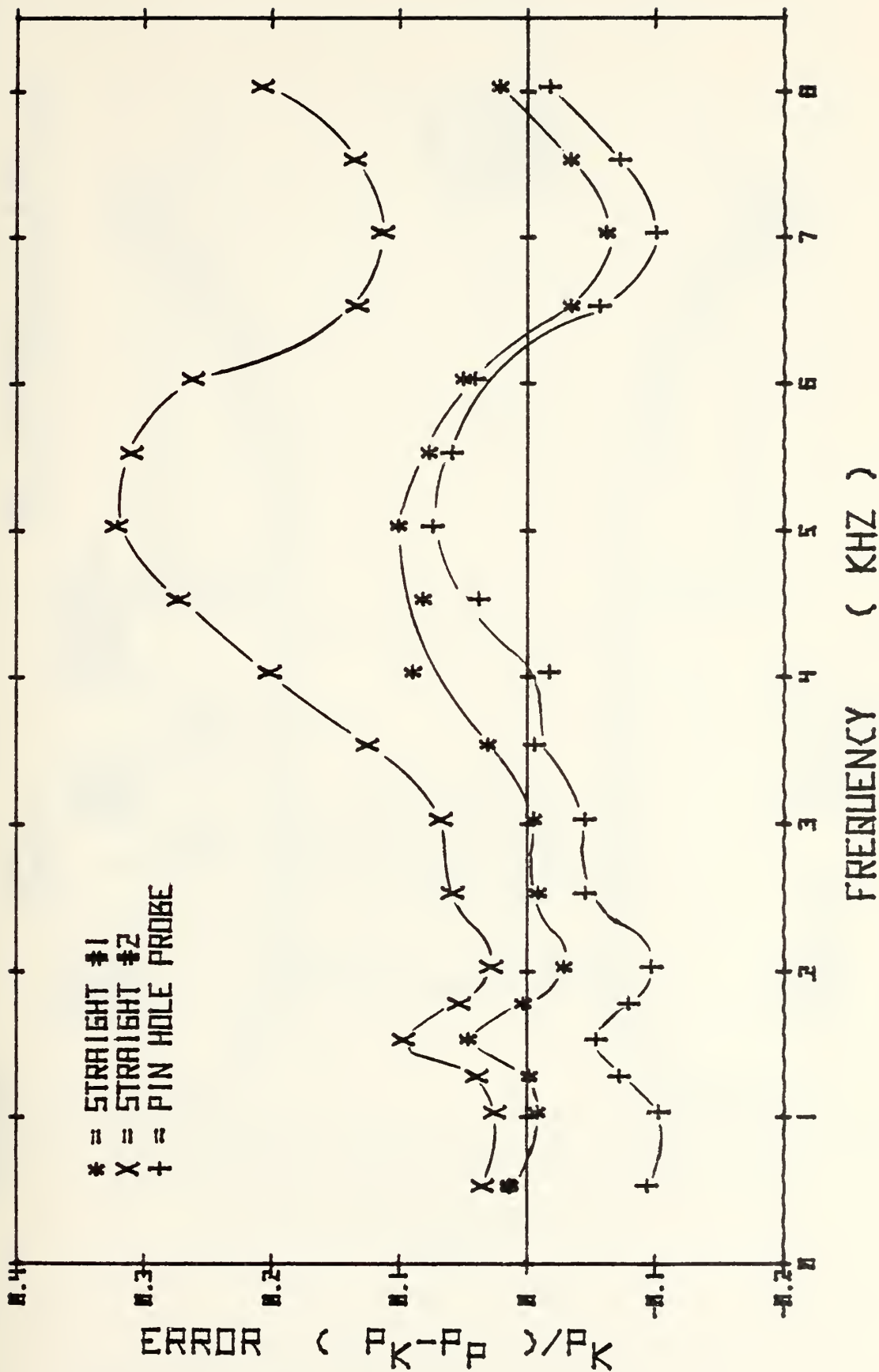


Figure 13. Error in Pressure Averaging of Straight Tubing Probes

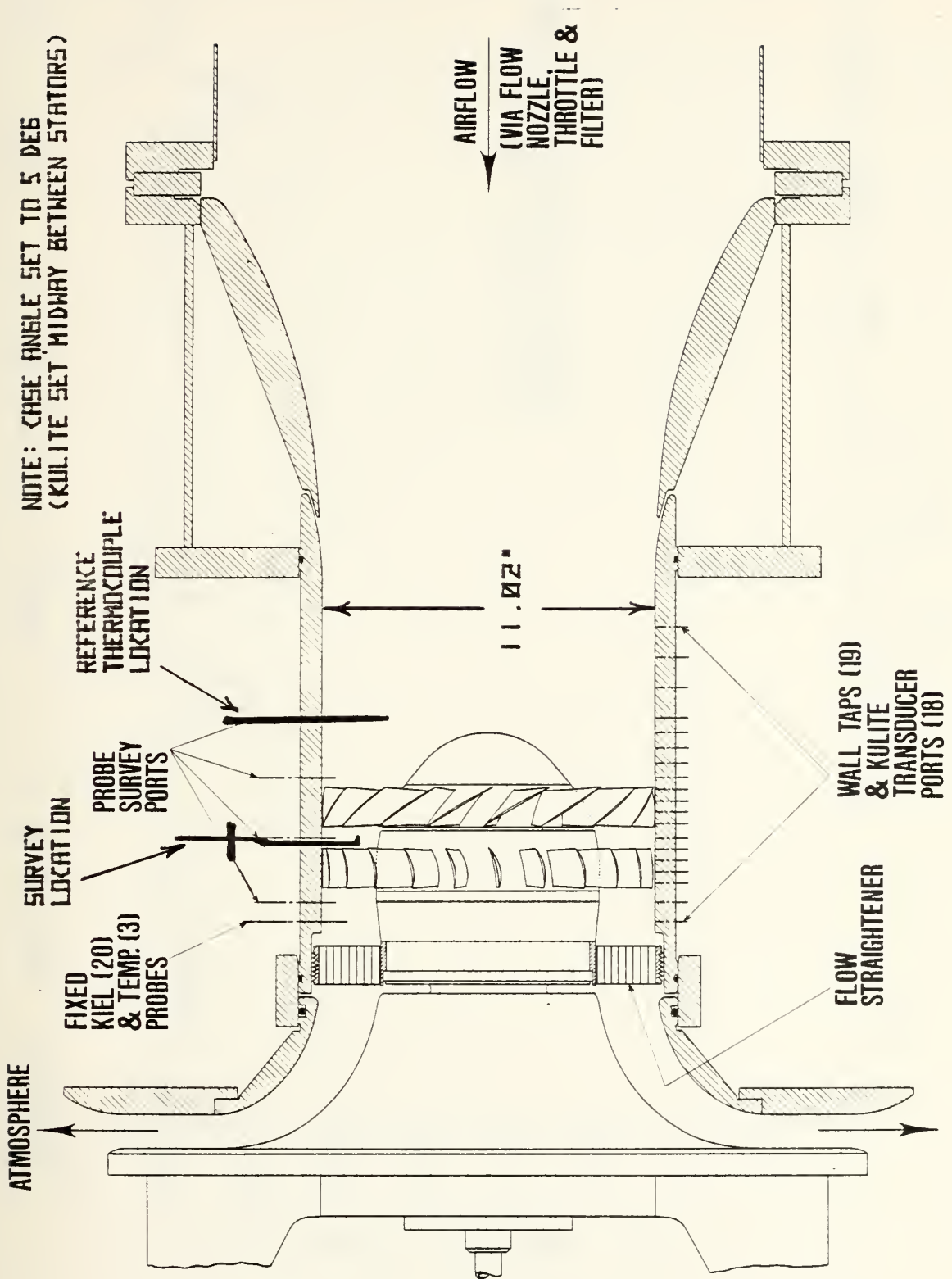


Figure 14. The Transonic Compressor

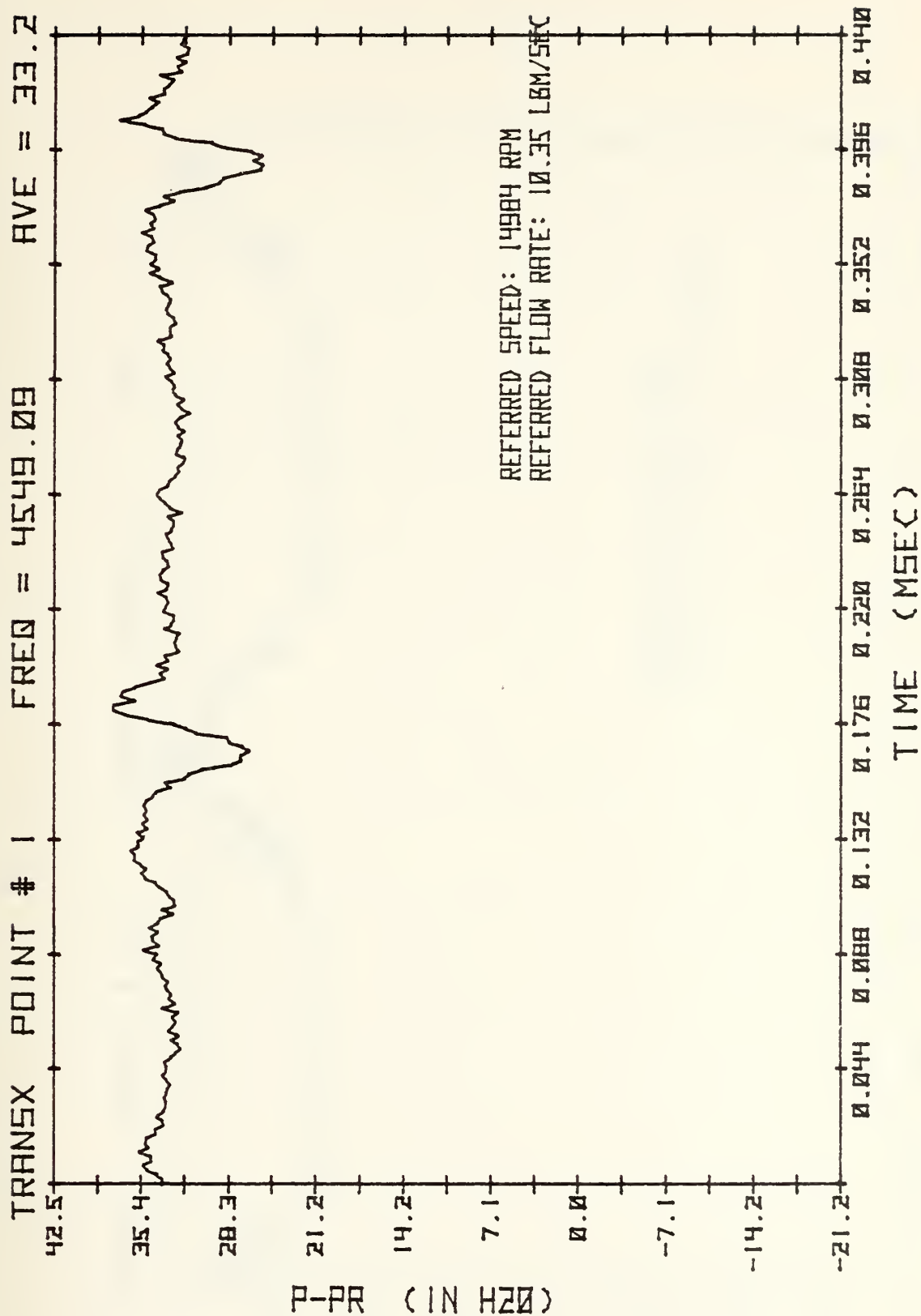


Figure 15. Impact Pressure Distribution in the Transonic Compressor (50% Design Speed, Near Optimum Efficiency)

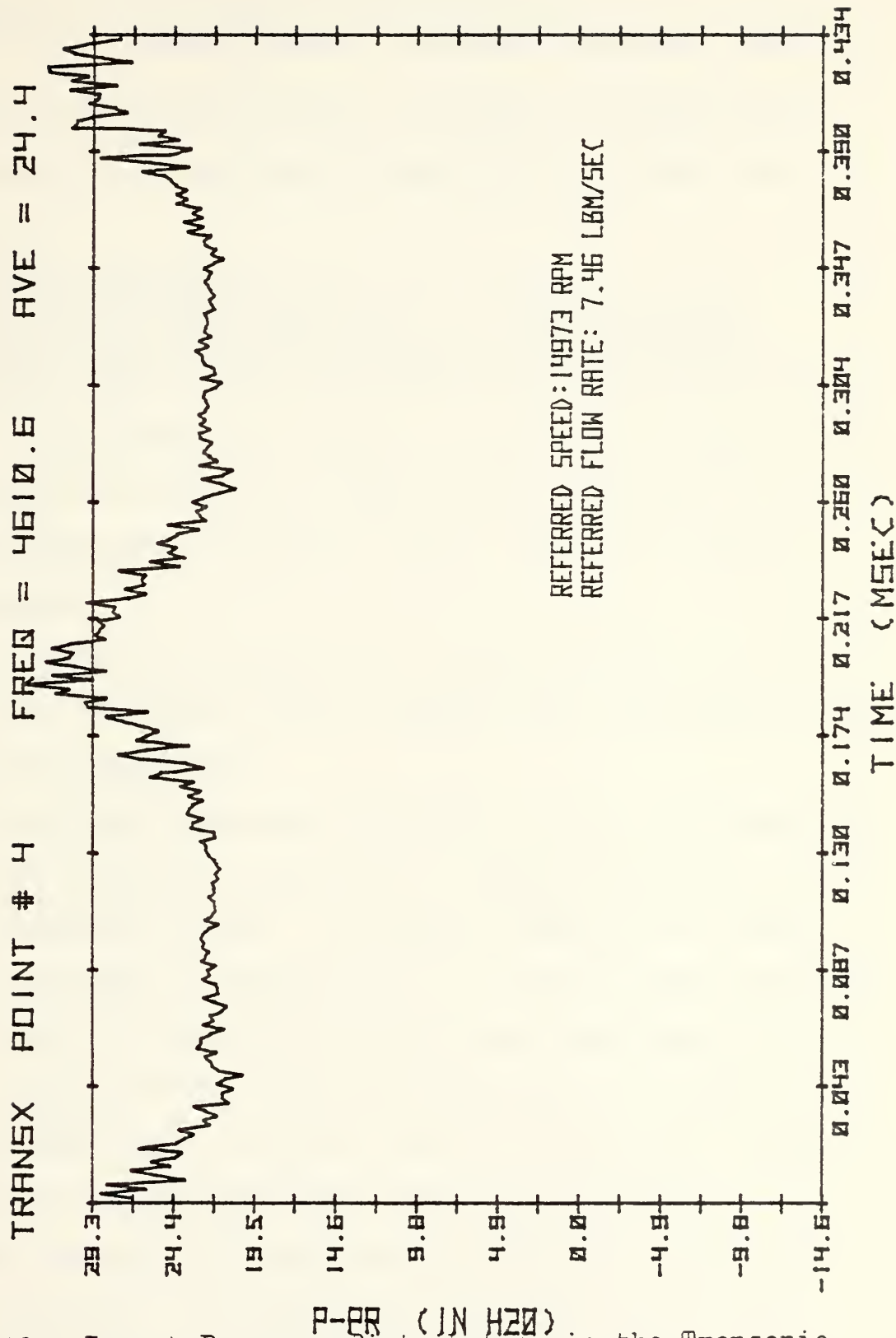


Figure 16. Impact Pressure Distribution in the Transonic Compressor (50% Design Speed, Near Stall)

APPENDIX A: INTERPRETATION OF KULITE TRANSDUCER RESULTS

Specifications for the Kulite CQ-052-25 subminiature transducer used in the Kulite impact probe include the following:

| | |
|-------------------------------------|-----------------------|
| Bridge excitation..... | 5V |
| Zero Balance Adjustment..... | + 5% Full Scale |
| Sensitivity change with temp..... | - 3% per 100° F |
| No load output change with temp.... | + 5% F.S./100° F |
| Bridge output..... | 65 mV @ 25 psi (F.S.) |

It is noted that the maximum no load output change with temperature is 2½ times as large as that reported in Ref. 1 for the CQL-080-25 transducer used in case wall pressure measurements.

In an attempt to measure the output variation with temperature for the Kulite probe, the periodic flow generator was used in two experiments.

In the first experiment the Kulite probe, a thermocouple probe, and a pneumatic probe were clustered together in a single mounting bracket. A reference thermocouple was immersed in a tube of mercury set in a thermos bottle at room temperature. With the interrupter wheel stationary, the Kulite output and the indicated temperature differential were recorded over a period of time. The data are plotted in Figure A-1 (the first three points on the left).

Wheel rotation was then begun with the air supply to the jet shut off. The output of the Kulite probe, the temperature differential, and the suction indicated by the pneumatic tube were recorded. From a calibration conducted

earlier, Kulite output was nominally 10 mV per inch of water. It is noted that the Kulite output displayed on the oscilloscope was observed to have a negligible peak-to-peak amplitude compared to the D.C. component. Therefore using the assumption that the pressure registered by the pneumatic probe was the true time average of the pressure at the Kulite probe, a correction was calculated and applied to the Kulite output to eliminate the effect of pressure change. The remaining points plotted in Fig. A-1 are the results obtained with wheel rotation. In this figure increasing temperature difference (and also increasing suction) correspond to increasing wheel speed. Shown also in Fig. A-1 is the "maximum" decrease in Kulite output with temperature that could be expected from the transducer specifications.

It is noted that with no rotation the Kulite output had a slightly larger change than was expected from the specifications. However as the wheel speed was increased, and an increase occurred in the suction, the dependency on temperature decreased markedly. It is not clear from this one experiment whether the change in transducer output is due to an effect of temperature and an effect of pressure separately, or whether the temperature and velocity gradients at the probe tip are important.

For the second experiment, the thermocouple probe was mounted in the jet and referenced, as before, to room temperature. In order to reproduce the test conditions used in the experiments described in Section II, the chamber total pressure was set to 65 inches of water. The temperature rise

was then recorded as the wheel speed was increased. The data are shown in Fig. A-2. Also shown in Fig. A-2 is the temperature increase equivalent to the specific kinetic energy of the wheel. It can be seen that the probe data follows the calculated rise due to wheel speed (which represents a theoretical maximum) fairly well. However, there is a region of zero temperature change between three and four thousand cps which roughly corresponds to where the average pressure measured by the different probes in Section II exhibited a change in behavior.

From the results in Fig. A-2, it seems reasonable to assume that during the experiments described in Section II, the temperature of the Kulite probe was close to what would be computed by adding the wheel specific kinetic energy to the ambient temperature. Therefore, using the transducer specifications, at 5,000 rpm the change in the intercept of the calibration curve due to temperature would be approximately one inch of water. This would correspond to an error of 1.5% of the maximum value of the impact pressure waveform, or 2.3% of the time-average value.

In support of this argument it was noted that any Kulite calibration shift occurring during Section II experiments was always in the negative direction. The shift was usually 0.5 to 0.7 inches of water low.

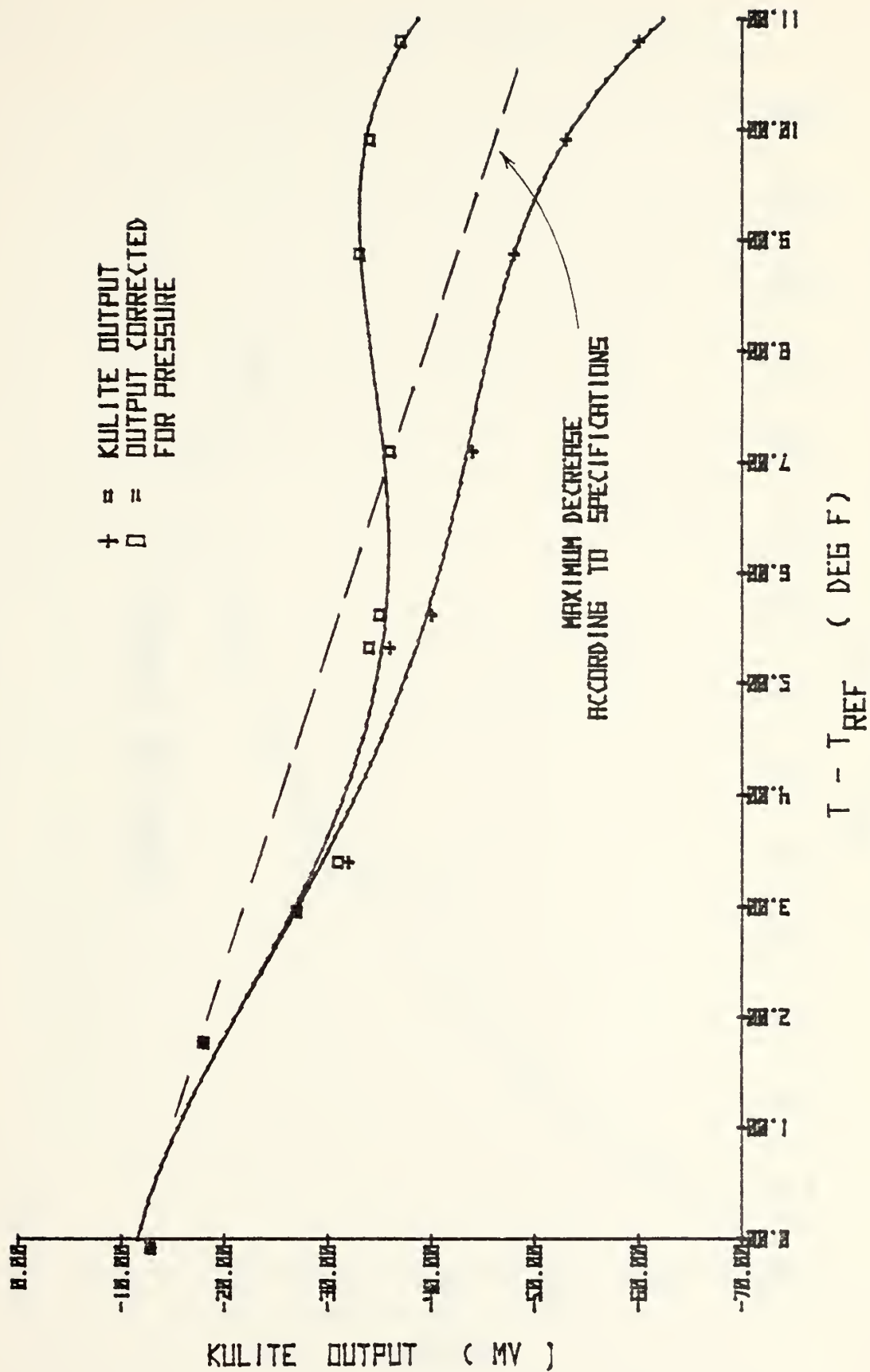


FIGURE A-1. KULITE OUTPUT CHANGE VS. TEMPERATURE

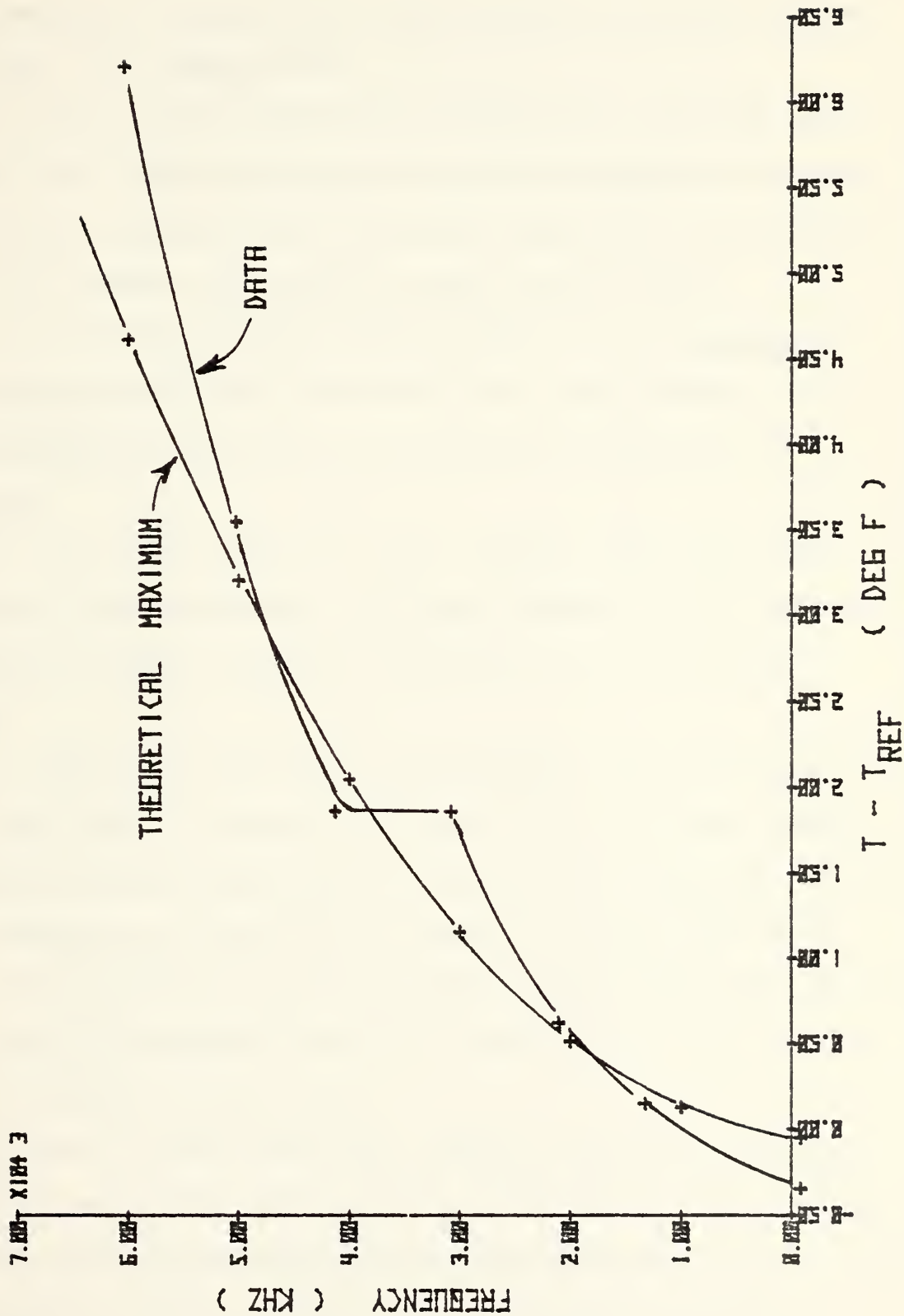


FIGURE A-2. TEMPERATURE INCREASE DUE TO WHEEL ROTATION

APPENDIX B: COMMENTS ON KULITE PROBE CONSTRUCTION

A drawing and view of the Kulite probe are shown in Fig. 1a and Fig. 1b, respectively.

The small size of the Kulite transducer, (0.052 in O.D.) and lead wires makes them particularly susceptible to damage. The following comments are made with respect to the construction of the present probe and to any similar probe.

(1) All tubing joints must be carefully and completely deburred to prevent the insulation from being scraped off during assembly, resulting in grounding or shorting of the transducer.

(2) The tubing should be cut, formed, and fitted but not joined until the Kulite has been inserted. This reduces the number of bends that the transducer has to be pushed through.

(3) Before the transducer is inserted, it is recommended that a thin coat of lacquer or other thin protective coating be applied to any inner joints, particularly reduction collars. Since spaghetti or heat shrink tubing to protect the wires could not be obtained in sizes having sufficiently thin walls, a thin coat of brush-on insulating material was used on the last five inches of the wires.

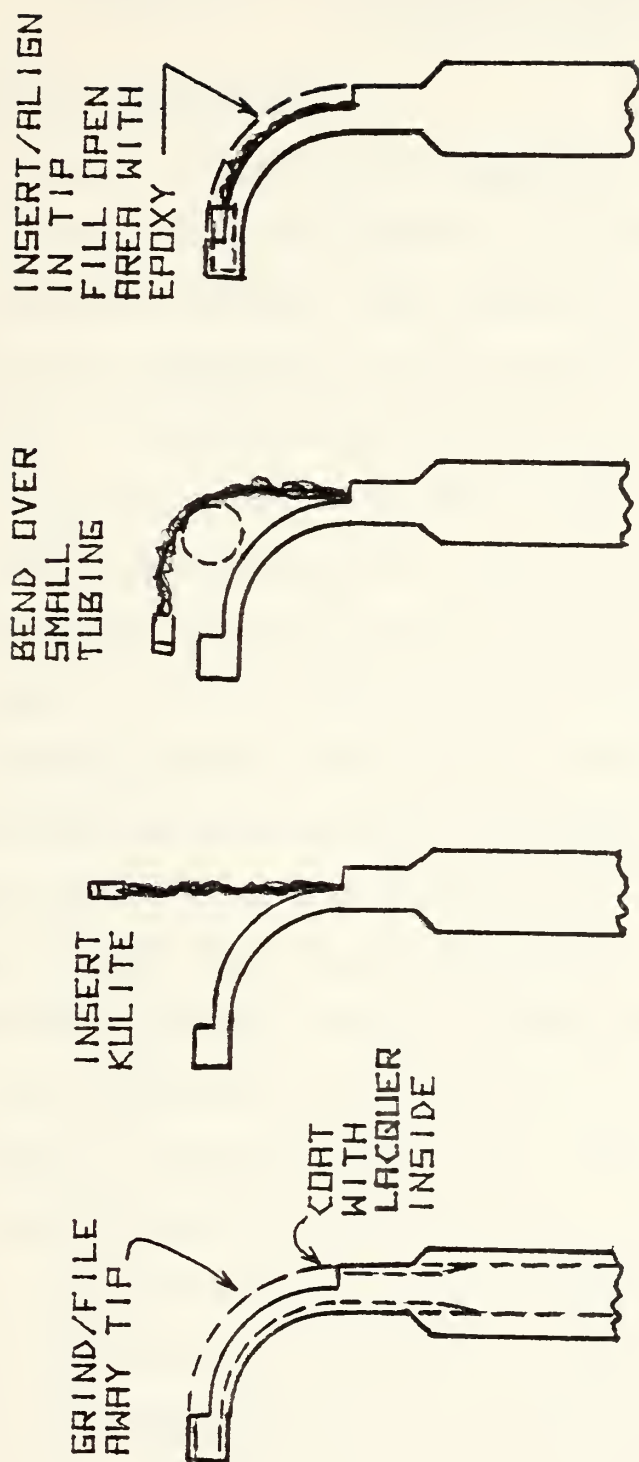
The probe tip was assembled, ground, deburred, and then the inside was coated with lacquer. The Kulite was inserted in stages through the individual tubing sections, with a check being made at the end of each stage to insure continuity,

absence of shorts and grounds, and satisfactory pneumatic behavior. The assembly steps are shown in Fig. B-1. A V.O.M., power supply, and pressure reference source were required for the response check. A full calibration was considered unnecessary until the probe was completed.

After inserting, bending, and positioning the Kulite in the probe tip, the open section behind the tip was filled with epoxy. It was initially intended that a metal cap be used in place of the epoxy, however it was found that the cap added little extra protection and caused transducer alignment difficulties.

Final assembly was completed with epoxy, insuring that the proper alignment was maintained. It would be desirable to mount the transducer in a semi-flexible compound such as R.T.V. to reduce vibrational shocks, however the tubing size was found to be too small.

The Kulite probe was constructed in such a way that when the $\frac{1}{4}$ -inch diameter main shaft was rotated, the $\frac{1}{8}$ -inch probe shaft caused the plug through which it was inserted to rotate about the same center line. The probe tip and upper shaft were aligned so that rotation occurred about the probe tip. Probe tip length was governed by the radius of the compressor plug.



KULITE PROBE ASSEMBLY

FIGURE B-1. KULITE PROBE TIP ASSEMBLY DETAILS

APPENDIX C: APPARATUS MODIFICATIONS

C.1 THERMOCOUPLE SENSOR

A change was made in the geometry of the thermocouple sensor in an attempt to improve the recovery factor of the Dodge combination probe. The intent of the modification was to reduce the sensitivity of the probe to pitch angle and Mach number. The new tip design is shown in Fig. C-1.

A calibration of the modified probe was carried out in a four inch diameter free jet with a similar thermocouple reference probe located upstream in the ten inch diameter supply pipe. It was found that the difference in temperature between the two probes gave an EMF which varied linearly with the jet Mach number. The upstream probe indicated a higher reading than the combination probe (total temperature decrease through the free jet nozzle).

With the probes reversed between their respective positions, the reference probe indicated an increase in total temperature. The data points were widely scattered, and no Mach number dependence was discernible, however, the average increase corresponded to 1.0 ± 0.3 degrees.

The difference in response of the two probes was probably due to a wider notch in the insulator of the reference probe, which allowed more wire to be exposed to the airflow near the sensor thermocouple junction. A similar insulator could not be accommodated in the combination probe due to the shortness of the support tubing.

It is recommended that a calibration of the two probes be carried out with respect to a common upstream reference probe.

C.2 PACER SELF TEST

Differences were observed between the averages of data taken in the free-run and in the synchronized "pacer" mode. In order to allow sampling of a calibration signal from a signal generator in the "pacer" as well as the "free-run" mode, a special circuit was designed. The circuit is shown in Fig. C-2.

Referring to Fig. C-2, the "sync." output from the signal generator was used as an input to a circuit containing a counter and an inverter. The inverted and voltage-shifted sync pulse was selected to provide the "one-per-blade" signal for the pacer. The counter was used to divide the incoming pulse frequency by 16. After inversion this provided the "one-per-rev" signal which was then synchronized with the "one-per-blade" pulse.

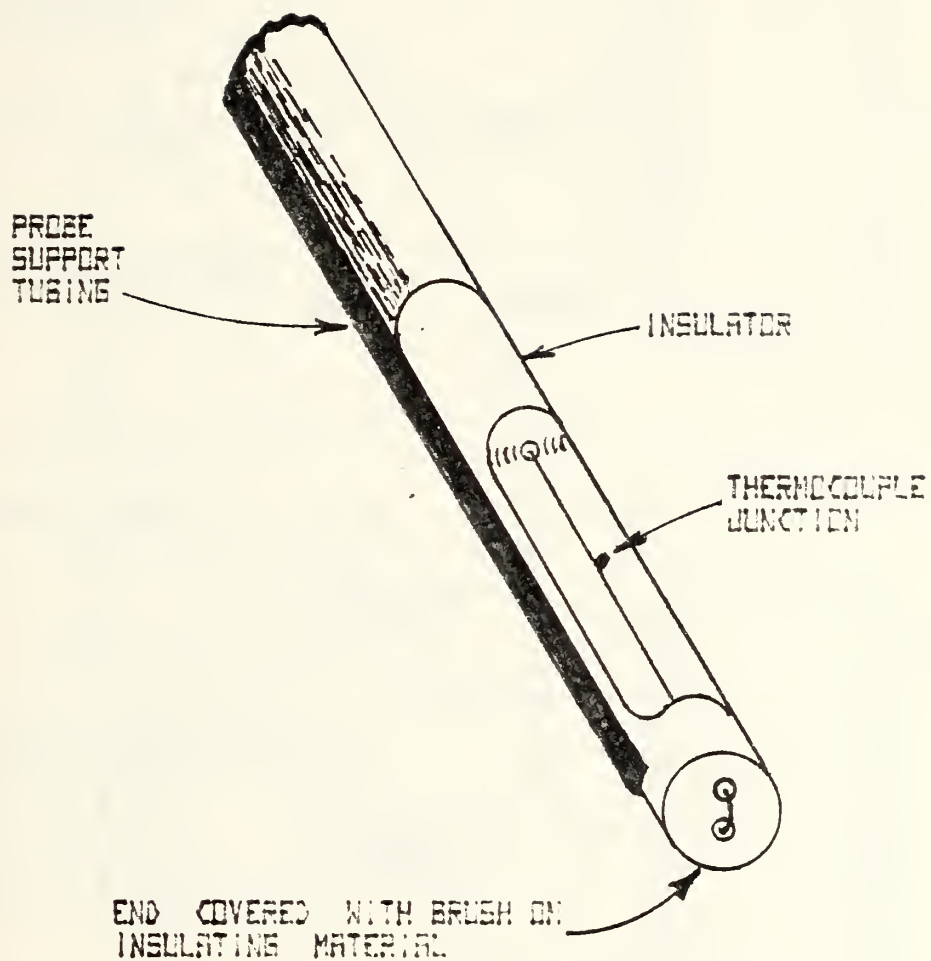
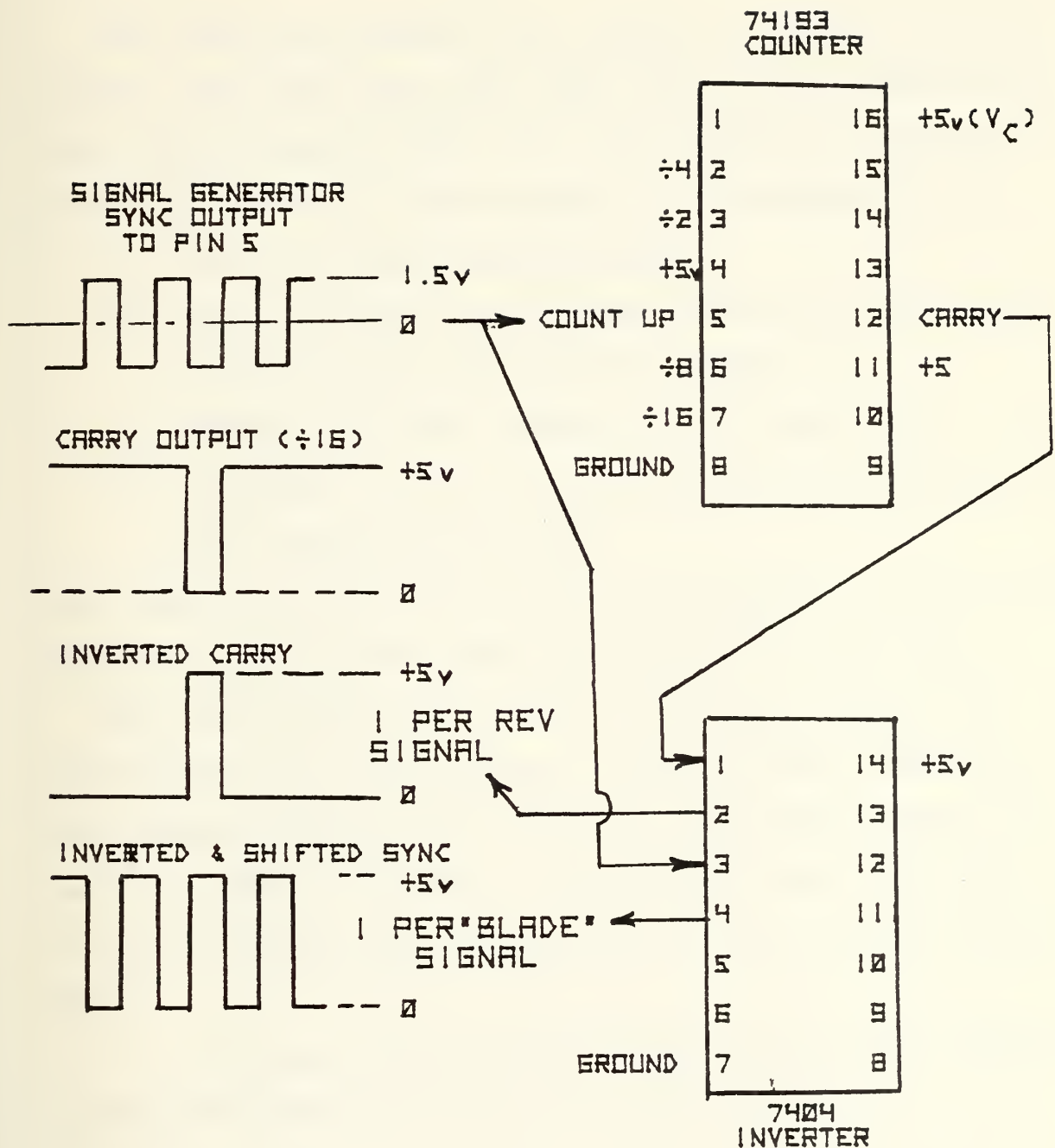


FIGURE C-1. THERMOCOUPLE SENSOR MODIFICATION



PACER TEST CIRCUIT

FIGURE C-2. REFERENCE SIGNAL GENERATION CIRCUIT

APPENDIX D: COMPUTER PROGRAMS

Two computer programs were written and used to acquire, process, plot and store data from Kulite probe measurements. The first, listed in Table D-1, was written for and used on the 21 MX computer. The function of the program was to:

- (1) calibrate the incoming signal;
- (2) acquire data in either the free-run or pacer mode as described in Section II and Ref. 2;
- (3) compute the time average of the signal; and
- (4) transfer the data samples, and other information to the HP 9830A calculator.

The transfer process was written as an option. A list of the variables used in both programs is given in Table D-2.

The second program, "Vern 2" is listed in Table D-3. It was written as a "key program" on the HP 9830A calculator. The program accepts data from the 21 MX computer and plots the data on an X-Y plotter. The program also stores data on, or recovers data from the magnetic disc mass memory storage device.

The programs depend on each other only if data transfer is required from the 21 MX to the 9830 calculator.

TABLE D-1: 21MX COMPUTER PROGRAM

```

5  PEM
7  REM
10 PEM
20 REM
21 REM
22 REM
23 REM
24 REM
25 REM
26 REM
27 REM
28 REM
29 REM
30 REM
45 DIM S(2,255),B(16),C(41,41),T(7),D(60)
53 PRINT " INPUT # OF BLADES PER REV"
54 INPUT N1
55 GOSUB 700
56 PRINT "INPUT MODE , 4= FREE , 0=PACER , ENSURE SWITCHES SET"
57 INPUT M
58 IF M=0 THEN 1400
60 PRINT "INPUT RUN #, FREQ, PTOT";
70 INPUT P,F,P2
75 IF F<100 THEN 1000
80 IF F >= 1000 THEN 120
90 PRINT "INPUT # OF SAMPLES <250";
100 INPUT S
110 GOTO 130
120 LET S=100
130 R5610(7,S(1,1),S,3,4,B(11))
140 PRINT "DATA TAKEN, B(1) =";B(11)
160 FOR I=1 TO S
165 LET S(1,I)=(S(1,I)-2)/T4
180 NEXT I
200 PRINT# 6

```

LAST UPDATE SEP 1977
 IF DATA TRANSFER TO 9830 DESIRED TO PLOT WAVEFORMS
 AND STORE DATA, RUN "VERN2" ON 9830 FIRST.
 A/D DATA ACQUISITION, CALIBRATION AND AVERAGING PROGRAM
 IF FREE RUN MODE DESIRED WITHOUT RESTACKING OF SAMPLES
 USE F=60 AND 1681 SAMPLES WILL BE TAKEN. IF RESTACKING
 IS DESIRED AND FREQ>1000 THEN 100 SAMPLES WILL BE TAKEN
 UP TO 255 SAMPLE POINTS MAY BE SELECTED IN ALL OTHER
 MODES OF OPERATION. THE PROGRAM IS NOT USEFUL FOR F<500
 BECAUSE INSUFFICIENT PACER SAMPLES WILL BE TAKEN TO COMPLETE
 ONE WAVEFORM. THE PACER WILL NOT COUNT PROPERLY BELOW
 ABOUT 2150 CPS SINCE THEN COUNTED FOR WAVEFORM INPUT.
 A/D CHANNEL 3 IS ALWAYS SELECTED FOR WAVEFORM INPUT.
 THE COMPRESSOR HAS 18 BLADES, THE SELF TEST UNIT 16.
 DIM S(2,255),B(16),C(41,41),T(7),D(60)
 PRINT " INPUT # OF BLADES PER REV"
 INPUT N1
 GOSUB 700
 PRINT "INPUT MODE , 4= FREE , 0=PACER , ENSURE SWITCHES SET"
 INPUT M
 IF M=0 THEN 1400
 PRINT "INPUT RUN #, FREQ, PTOT";
 INPUT P,F,P2
 IF F<100 THEN 1000
 IF F >= 1000 THEN 120
 PRINT "INPUT # OF SAMPLES <250";
 INPUT S
 GOTO 130
 LET S=100
 R5610(7,S(1,1),S,3,4,B(11))
 PRINT "DATA TAKEN, B(1) =";B(11)
 FOR I=1 TO S
 LET S(1,I)=(S(1,I)-2)/T4
 NEXT I
 PRINT# 6

TABLE D-1 (CONT'D)

```

210 PRINT# 6;"RUN #";R," PTOT =";P2,"FREQ =";F
220 PRINT# 6
221 REM ASSIGN TIME VALUES
230 LET S(2,1)=0
240 FOR I=1 TO S-1
250 LET S(2,I+1)=.00001*I
260 IF S(2,I+1) <= 1/F THEN 310
270 FOR J=1 TO S-1
280 LET S(2,I+1)=S(2,I+1)-1/F
290 IF S(2,I+1) <= 1/F THEN 310
300 NEXT J
310 NEXT I
315 REM RE-ARRANGE DATA
320 LET C=0
330 FOR I=2 TO S-1
340 IF S(2,I) <= S(2,I+1) THEN 420
350 LET C=1
360 LET T=S(2,I+1)
370 LET S(2,I+1)=S(2,I)
380 LET S(2,I)=T
390 LET U=S(1,I+1)
400 LET S(1,I+1)=S(1,I)
410 LET S(1,I)=U
420 NEXT I
430 IF C=1 THEN 320
432 PRINT "IF DATA XFER NOT DESIRED ENTER 1"
434 INPUT C
436 IF C=1 THEN 535
440 PRINT# 8;S
450 PRINT# 8;F
460 PRINT# 8;R
470 PRINT# 8;B(1)
475 PRINT# 8;M
476 PRINT# 8;P2
480 FOR I=1 TO S
490 PRINT# 8;S(1,I)
500 NEXT I

```


TABLE D-1 (CONT'D)

```

510 FOR I=1 TO S
520 PRINT# 8;S[2,I]
530 NEXT I
535 IF M=0 THEN 600
540 LET A=0
550 FOR I=1 TO S-1
560 LET A=A+(S[1,I]+S[1,I+1])*(S[2,I+1]-S[2,I])/2
570 NEXT I
575 LET A=A+((S[1,S]+S[1,1])/2)*(1/F-S[2,S])
580 LET B=A*F
590 PRINT# 6;"  MODE =";M,"  THE TIME AVERAGE IS :";B
600 PRINT# 6
605 IF C=1 THEN 615
610 PRINT# 8;B
615 PRINT "IF FURTHER RUNS DESIRED AT THIS CALIBRATION ENTER 1";
620 INPUT C
630 IF C=1 THEN 56
640 END
700 REM      CALIBRATION ROUTINE
701 PRINT "IF LEAST SQUARES FIT DESIRED, READY SR-51 AND ENTER 1"
710 INPUT D
720 IF D#1 THEN 802
730 PRINT "ENSURE PACER OFF & INPUT # OF CAL POINTS"
740 INPUT C
750 LET Z=0
760 GOTO 824
800 REM ADJUST ZERO BALANCE FIRST
802 PRINT " SET PREF =0 , ENSURE PACER OFF, AND INPUT # OF CAL POINTS"
805 INPUT C
806 REM      COMPUTE ZERO INTERCEPT
807 R5610(7,C[1,1],1681,3,4,B[1])
809 PRINT "DATA TAKEN"
811 LET T=0
812 FOR I=1 TO 41
814 FOR J=1 TO 41
816 LET T=T+C[I,J]
818 NEXT J
820 NEXT I

```


TABLE D-1 (CONT'D)

```

822 LET Z=T/1681
824 FOR I=1 TO 7
825 LET T[I]=0
826 NEXT I
827 PRINT# 6;" CALIBRATION RESULTS : # OF POINTS =";C
830 FOR I=1 TO C
840 PRINT "ENTER P REF (GAGE)";
850 INPUT Y
856 R5610(7,C[I],1),1681,3,4,B[I])
857 PRINT "DATA TAKEN"
858 LET T=0
860 FOR K=1 TO 41
861 FOR J=1 TO 41
862 IF ABS(C[K,J])<.998 THEN 864
863 PRINT " SAMPLES OVER-RANGING"
864 LET T=T+C[K,J]
866 NEXT J
868 NEXT K
869 FEM COMPUTE SLOPE
870 LET T[I]=(T/1681-Z)/Y
875 PRINT " PREF = ";Y," VOLTS =";T/1681
876 PRINT# 6;" PREF(X-COORD) = ";Y," VOLTS(Y-COORD) = ";T/1681
880 NEXT I
882 LET T=0
883 FOR I=1 TO C
884 LET T=T+T[I]
885 NEXT I
886 LET T4=T/C
895 PRINT# 6
900 IF D#1 THEN 910
902 PRINT "INPUT ZERO INTERCEPT AND SLOPE (DV/DP)"
904 INPUT Z,T4
906 GOTO 920
910 PRINT# 6;"THE SLOPES ARE :";T[I];T[2];T[3]
915 PRINT# 6;T[4],T[5],T[6],T[7]
920 PRINT# 6;"P= ZERO INTERCEPT=";Z;" AVERAGE SLOPE (DV/DP) =";T4
930 PRINT# 6
940 PRINT# 6

```


TABLE D-1 (CONT'D)

```

950 PRINT# 6
960 RETURN
980 REM FREF RUN ROUTINE USING 1681 SAMPLES COVERING 1/60 SEC
1000 LET S=1681
1010 R5610(7,C(1,1),1681,3,4,B(1))
1015 PRINT "DATA TAKEN"
1020 LET T=0
1030 FOR I=1 TO 41
1040 FOR J=1 TO 41
1041 IF ABS(C(1,J))<.998 THEN 1045
1042 PRINT " SAMPLES OVER-RANGING"
1045 LET C(1,J)=(C(1,J)-Z)/T4
1050 LET T=T+C(1,J)
1060 NEXT J
1070 NEXT I
1080 LET B=T/1681
1081 PRINT# 6
1082 PRINT# 6;" RUN # ";R," PTOT = ";P2," FREQ =";F
1083 PRINT# 6
1084 PRINT# 6;"THE TIME AVERAGE IS :";B
1085 PRINT# 6
1086 PRINT "IF DATA TRANSFER NOT DESIRED ENTER 1"
1087 INPUT C
1088 IF C=1 THEN 615
1089 REM TRANSFER DATA TO 9830
1090 PRINT# 8;S
1091 PRINT# 8;F
1092 PRINT# 8;R
1093 PRINT# 8;B(1)
1094 PRINT# 8;M
1095 PRINT# 8;P2
1096 FOR I=1 TO 41
1097 FOR J=1 TO 41
1098 PRINT# 8;C(1,J)
1099 NEXT J
1100 NEXT I

```


TABLE D-1 (CONT'D)

```

1200 PRINT# 8;B
1210 GOTO 615
1400 REM PACER ROUTINE
1401 PRINT "IF SAMPLING AT SAME POINT IN EVERY PAIR ENTER 1"
1402 INPUT C
1403 IF C=1 THEN 1720
1410 PRINT "INPUT BLADE PAIR , START PT , & # OF SAMPLES PER PT < 60"
1420 INPUT P,K,S1
1430 PRINT "INPUT # OF SAMPLES POINTS, RUN # , PTOT"
1440 INPUT S,R,P2
1450 LET P1=32768+256*P+K
1460 LET A=Q=0
1470 FOR I=0 TO S-1
1480 LET X=0
1490 PDACE(P1,N,A5)
1500 R5610(7,DC11,S1,3,0,B(11))
1510 FOR J=1 TO S1
1520 LET X=X+DCJ1
1530 NEXT J
1540 LET X=X/S1
1542 IF APS(X)<.998 THEN 1550
1543 PRINT "SAMPLES OVER-RANGING"
1550 LET S(1,I+1)=(X-Z)/T4
1560 LET A=A+S(1,I+1)
1570 PRINT I,N,X
1580 LET Q=Q+N
1590 LET P1=P1+I
1600 NEXT I
1610 LET Q=S*N1*250000/Q

```


TABLE D-1 (CONT'D)

```

1615 PRINT# 6
1620 PRINT# 6;"RUN # ";R;" PTOT =";P2;" FREQ=";Q
1623 PRINT# 6;" BLADE PAIR = ";P;" # OF SAMPLES PER PT =";S1
1635 LET F=Q
1638 REM ASSIGN TIME VALUES
1640 FOR I=1 TO S
1670 LET S(2,I)=(I-1)*2/255/F
1680 NEXT I
1690 LET B=A/5
1702 PRINT# 6;" THE TIME AVERAGE IS:";B
1710 GOTO 432
1720 PRINT " INPUT SAMPLES PER POINT & TOTAL # OF SAMPLE POINTS"
1730 INPUT S1,S
1740 PRINT "INPUT RUN # , PTOT "
1750 INPUT R,P2
1760 PRINT "INPUT START POINT"
1765 INPUT P1
1770 LET P=99
1780 GOTO 1460

```


TABLE D-2: LIST OF VARIABLES

| <u>VARIABLE</u> | <u>USE</u> |
|-----------------|--|
| S(2,255) | An array in which the first row stores reduced data samples. The second row stores the time assigned to samples based on frequency (first sample assigned time = 0). |
| C(41,41) | An array of 1681 data samples are taken in the free-run mode, and stored row-wise. It is used in the calibration procedure or at any time the frequency is input as <100. (At 10 microsecond intervals, the elapsed time is 1/60 sec, ie. F = 60) |
| B(16) | A return variable indicating which A/D channel was actually sampled. |
| T(7) | An array storing the slopes of each calibration point when a least squares routine is not used. |
| D(60) | An array storing raw data samples before averaging and reduction to the calibrated quantity. |
| A | An accumulator storing the "area" of the sampled waveform. |
| A5 | RSPACE return variable (not used) |
| B | The average value of the waveform. |
| C | The number of calibration points and/or a general decision variable. * |
| D | A decision variable.* |
| F | The frequency of the sampled waveform.** |
| M | A/D Mode (4 = Free-run, 0 = Pacer)* |
| N | The number of computer clock cycles between "one per rev" pulses. |
| N1 | The number of "blades per rev".* |

TABLE D-2: (CONTINUED) LIST OF VARIABLES

| | |
|----|--|
| P | The selected blade pair (set to 99 if samples are taken in every passage)** |
| P1 | The sample location on the wheel in the 21 MX program (there are 128 X N1 locations)** It is the atmospheric pressure in the 9830 program. |
| P2 | The total pressure (used only as a reference for scaling in the plotting program)* |
| Q | Frequency accumulator/frequency |
| R | Run number (used only for storing data on mass memory files or recovering data from files)* |
| S | The number of sample points/locations.* |
| S1 | The number of samples to be taken at each of the "S" sample points.* |
| T | A temporary accumulator. |
| T4 | The slope of the final calibration curve.** |
| U | A temporary storage location. |
| X | A temporary accumulator. |
| Z | The zero intercept of the calibration curve.** |
| * | Required input variable. |
| ** | Optional input variable. It may be an output variable depending on data acquisition mode or method of calibration. |

TABLE D-3: HP9830 CALCULATOR PROGRAM

```
5 REM ** "VERN2" FOR USE WITH KULITE DATA ACQUISITION **
20 REM ENTER ATMOS(P1) (IN HG) IN LINE 35
30 REM KEY1=PLOT PROGRAM,KEY6 = STORAGE OF POINTS 1 TO 20
35 REM KEY 16 = RETREVIAl OF POINTS 1-20 FROM DISK
40 REM KEY 3 & 13 ARE STORAGE AND RETREVIAl OF MISC RUNS
50 DIM S$[2,255],B$[1],C$[41,41]
55 REM ENTER ATMOS IN NEXT LINE
60 P1=29.85
70 MAT S=ZER
80 MAT C=ZER
90 ENTER (1,*)S
100 ENTER (1,*)F
110 ENTER (1,*)R
120 ENTER (1,*)B[1]
130 ENTER (1,*)M
140 ENTER (1,*)P2
150 IF F<100 THEN 310
160 FOR I=1 TO S
170 ENTER (1,*)S[1,I]
180 NEXT I
190 FOR I=1 TO S
200 ENTER (1,*)S[2,I]
210 NEXT I
220 ENTER (1,*)B
230 IF B[1]=3 THEN 260
240 DISP "ERROR CHANNEL=";B[1]
250 WAIT 32000
260 PRINT LIN4
270 PRINT " RUN #:";R; " FTOT =";P2;"FREQ =";F
280 PRINT
290 PRINT " MODE =";M; " THE TIME AVERAGE IS :";B
300 END
310 FOR I=1 TO 41
320 FOR J=1 TO 41
330 ENTER (1,*)C[I,J]
340 NEXT J
350 NEXT I
360 GOTO 220
```


TABLE D-3 (CONT'D)

```

5 REM KEY1 : PLOT PROGRAM : RUN KEY 0 FIRST TO INITIALIZE
6 REM THEN STOP MAIN PROGRAM AND CONT KEY 1
10 C=F
20 IF M=4 OR S <= 127 THEN 40
30 F=F/2
40 SCALE -0.2/F,1.15/F,-0.8*P2,1.4*P2
50 XAXIS -0.6*P2,0.1/F,0,1/F
60 XAXIS 1.2*P2,0.1/F,0,1/F
70 YAXIS 0,0.1*P2,-0.6*P2,1.2*P2
80 YAXIS 1/F,0.1*P2,-0.6*P2,1.2*P2
90 IF F<100 THEN 380
100 PLOT 0,S[1,1],-2
110 FOR I=2 TO S
120 PLOT S[2,I],S[1,I]
130 NEXT I
140 PEN
150 FORMAT F6.3
160 FORMAT F5.1
170 LABEL (*,1.4,1.7,0,8/11)
180 FOR I=1 TO 10
190 PLOT I*0.1/F,-0.6*P2
200 CPLOT -4,-1.2
210 LABEL (150)I*100/F
220 NEXT I
230 FOR I=-0.6 TO 1.2 STEP 0.2
240 PLOT 0,I*P2
250 CPLOT -5.5,-0.3
260 LABEL (160)I*P2
270 NEXT I
280 LABEL (+,2.1,1.7,0,8/11)
290 PLOT -0.05/F,1.25*P2,1
300 D=0.1*INT(10*B)
310 LABEL (*)" TRANSX POINT #"R" FREQ ="IO" AVE ="ID
320 PLOT 0.37/F,-0.77*P2,1
330 LABEL (*)"TIME (MSEC)"
340 PLOT -0.11/F,0.65*P2,1
350 LABEL (+,2,1.7,3*PI/2,8/11)"P-PR (IN H2O)"
360 DISP "PLOT COMPLETE"
370 END
380 T=0
390 PLOT T,C[1,1],-2
400 FOR I=1 TO 41
410 FOR J=1 TO 41
420 PLOT T,C[I,J]
430 T=T+0.00001
440 NEXT J
450 NEXT I
460 GOTO 140

```


TABLE D-3 (CONT'D)

```

10 REM KEY 6, STORAGE FOR PACER RUNS 1-20
20 DIM SS[2,255]
30 FILES P1,P2,P3,P4,P5,P6,P7,P8,P9,P10
40 IF R>10 THEN 130
50 PRINT #R;R,F,S,P2,P1,B,M
60 FOR I=1 TO S
70 PRINT #R;S[1,I]
80 NEXT I
90 FOR I=1 TO S
100 PRINT #R;S[2,I]
110 NEXT I
120 GOTO 210
130 FILES P11,P12,P13,P14,P15,P16,P17,P18,P19,P20
140 PRINT #R-10;R,F,S,P2,P1,B,M
150 FOR I=1 TO S
160 PRINT #R-10;S[1,I]
170 NEXT I
180 FOR I=1 TO S
190 PRINT #R-10;S[2,I]
200 NEXT I
210 END

```

```

10 REM KEY 16, PACER DATA RETREVIAl, RUNS 1-20
20 DIM SS[2,255]
30 DISP "INPUT RUN # DESIRED";
40 INPUT R
50 IF R>10 THEN 150
60 FILES P1,P2,P3,P4,P5,P6,P7,P8,P9,P10
70 READ #R;R,F,S,P2,P1,B,M
80 FOR I=1 TO S
90 READ #R;S[1,I]
100 NEXT I
110 FOR I=1 TO S
120 READ #R;S[2,I]
130 NEXT I
140 GOTO 230
150 FILES P11,P12,P13,P14,P15,P16,P17,P18,P19,P20
160 READ #R-10;R,F,S,P2,P1,B,M
170 FOR I=1 TO S
180 READ #R-10;S[1,I]
190 NEXT I
200 FOR I=1 TO S
210 READ #R-10;S[2,I]
220 NEXT I
230 END

```


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